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Edited by Sir John Hammerton

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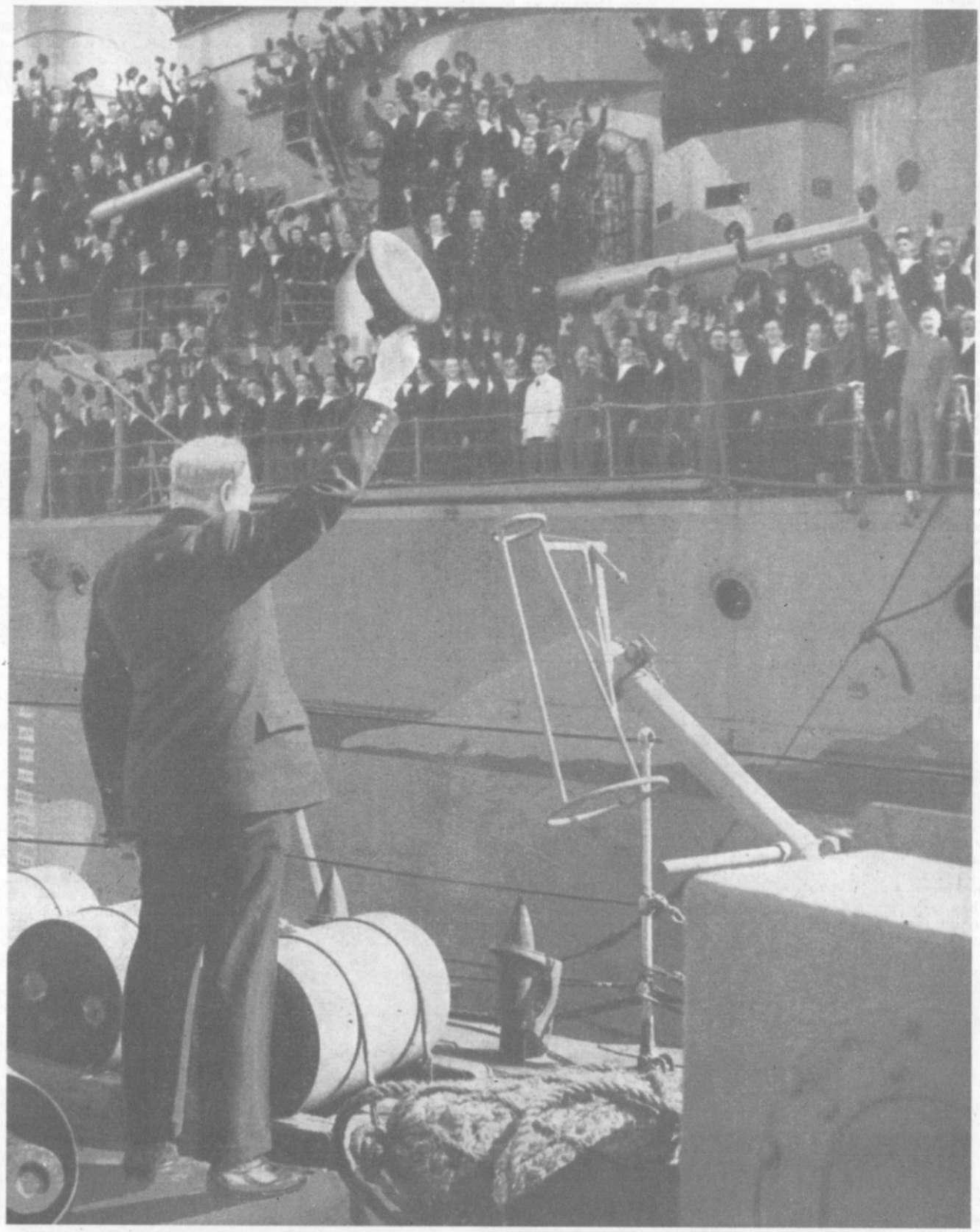

MR. CHURCHILL RESPONDS to the cheers from the crew of H.M.S. Prince of Wales on disembarking at a British port after his return from the Atlantic conference with President Roosevelt. The battleship was escorted by destroyers and a patrol of Catalina flying boats. Other photographs and a description of the historic meeting with President Roosevelt appear in pages 107 to 110, and page 117.

Photo, British Official: Crown Copyright

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THOSE TWO YEARS: THINGS TO REMEMBER

Two years have passed since that Sunday morning when, standing round our wireless sets, we heard that we were at war again.

Two years—and what years! In those swiftly pursuing hours, those heavy drops of time, we have known terrible experiences and fearful joys; we have felt the exultant thrill of victory and the cold stab of defeat; we have been lifted up on the wings of boundless hope only, ere long, to be plunged into the deeps where reigns a grim and comfortless gloom.

From its very beginning this war has been vastly different from the last. We entered it in a mood of sober realism; not for us in 1939 the trumpetings and flag-waving, the glamour and glee with which we and our fathers went to war in 1914, when war was still a great adventure, supremely glorious, noble, uplifting, inspiring. We know better today. Only Sir Arthur Keith strangely insists that war is a beneficent pruning-hook. We have no Bottomley bellowing his "patriotic" bilge. We still have our stay-at-home patriots, our armchair warriors; but those of us who remember the vulgar, senseless clamour of a generation ago cannot but be impressed by the present absence of foolish depreciation of our enemy. We know today that though the Germans are dirty fighters they are also brave, bold, and resolute. Then in this war we have had no white-feather girls who (poor things!) tried to show their patriotism by pinning the emblem of cowardice on the lapels of young men they met in the street. *Our* girls have found something better to do, whether it be punching tickets or making shells, driving a tractor or an ambulance through the blitz.

For us in these days war is no distant adventure, so interesting to read about and to see pictured when it is being fought many miles away by bands of mercenaries. We have heard the swish of falling bombs, the crash of gunfire, the noise of buildings collapsing like a castle of cards caught in the draught of an opening door. War has come very near to us, into our own land, our own city or village, our own street, even our own home. We now know war for what it really is: as the most dirty, disgusting, degrading, and desperately dull activity to which human beings can descend. War has been debunked. But we know, too, that though it is all these things it is something which we have got to get on with and finish as soon and as thoroughly as we possibly can.

Looking back along the road which we have travelled in these two years, what are the features that catch the eye? First, those months when Gort's men stood side by side with Gamelin's and *watched* Todt's engineers toiling on the other side of the Rhine . . . Then we spy little groups of khaki soldiery straggling and struggling in the mountain passes of Norway. The scene shifts to the Low Countries, deluged by the flaming horror of modern war. The whole of the Western Front leaps into a roaring activity. We see the survivors of the once great—nay, still great—British Expeditionary Force burrowing in the sands of Dunkirk, waiting with a stoical patience for the little ships which by a miracle of deliverance took most of them across the Channel to safety.

Since Dunkirk we have had other evacuations. After the first triumphant rush to Benghazi our sorely denuded forces in the Western Desert were driven back into Egypt. We went to Greece, and after a tremendous rearguard action we were again forced to take to our ships and sail away. Crete was the same story. Each one of these was a masterly evacuation, but wars, as Mr. Churchill found it necessary to remind us, are not won by evacuations. Others have reminded us, too, that wars are not won by speeches, however fine . . .

Though we have known disappointments, we have had our moments of compensation. Perhaps the first was in the war's early days when the Royal Navy showed that Hitler's minelayers, U-boats, and surface raiders were not going to rule the waves. Even greater was the Battle of Britain of a year ago, when Goering's Luftwaffe strove desperately to drive the R.A.F. from the skies. High above us was waged the tremendous duel. We watched the smoke trails painted on the azure sky. We saw "Slap-happy Hermann's" young men dive to the ground in smoke and flames. An American journalist said that Hitler had taken London but didn't know it; on which we may comment that the Londoners didn't know it, either . . . Our gaze shifts to the ever-rolling ocean, and we watch the *Graf Spee* shot off the Atlantic, and the *Bismarck* shelled and bombed into an unmanageable hulk. Then in the far distance we glimpse the peaks of Abyssinia, and try to form a picture of that amazing war in which a little army of British and Indians, South Africans and Africans from the West and East, sent the flimsy fabric of Mussolini's Ethiopian Empire crashing into the dust.

In these two years we have known the joys of comradeship, but we have known, too, the pangs of severed friendship. We have seen our allies torn from our side, and bludgeoned into submission. Never since the crisis of the Napoleonic wars or the struggle with new-born America was Britain so lonely as in the months following the collapse of France. We realized our loneliness, and, in the Biblical phrase, we girded up our loins as never before—must we add, as never since? But the darkness of that dread time began to lift as from across the Atlantic the great American republic roused herself to assist Britain in the fight which is America's too.

As the years have passed, the character of the war has changed. I do not refer entirely to matters of strategy and tactics, though tanks and dive-bombers, parachutists, Fifth Columnists, defence in depth, and scorched earth have made all the military text books just museum lumber. What I have in mind is the change that has been worked in the war's objectives. When it began two years ago we realized that we were fighting for our self-preservation, for our homeland and the Commonwealth, for the maintenance of our liberties, our traditions, our culture, our own ways of life. But by degrees we are coming to stand for something greater even than self-preservation. Our war aims have now a positive ring. Only the other day they were put down on paper when Mr. Roosevelt and Mr. Churchill met somewhere in the broad Atlantic.

The years since the last war have been filled with disillusion and disappointment. We had such high hopes of the world to which we were returning from the trenches and the high seas. We thought the politicians meant it when they orated about "homes for heroes" and "an England fit for heroes to live in." We thought that "No more war" was not just a pious aspiration. We thought that the League of Nations was something more than an imposing palace on Lake Geneva . . . We were deceived, and great was the reaction to our disillusionment.

Now, however, there is a new spirit abroad in the world. Once again we dare to hope. Once again we talk of a new world, and think that it may be worth while to turn our attention to planning it, since we may have an opportunity of building it. Under the stress and strain of totalitarian aggression a new "freedom front" is painfully being brought to birth, and in its construction, in the re-orientation of our wartime purpose, the yeoman's part has been played by Franklin Roosevelt. If the world is ever to live at peace, he has told us, then we must have freedom of speech and expression, freedom to worship God in our own way, and freedom from fear, but we must also have—and here he strikes the note which Mill omitted in his classic exposition—freedom from want. In the light of that hope surely even those of us who have no more illusions left to lose, can find inspiration and encouragement when we go out to meet all that the third year of war may bring.

E. Royston Pike

DO YOU REMEMBER THIS? Hardly had Mr. Chamberlain told us that we were at war with "the evil things" when the policemen rode through the streets warning us to take cover. Only two years ago! *Photo, Topical Press*

Few German Raiders Get Through to Moscow

NAZI PLANE brought down near Moscow being inspected by foreign journalists. More than a hundred others have met a similar fate near the Soviet capital.

A.A. GUN in action during a German raid on the Russian city, where defences against the night-flying Hun are remarkably effective, in guns, fighters and all departments of A.R.P. Highly trained and brave men and women are reducing the danger of night-bombing to a minimum.

Salvaging pieces of a Heinkel 111 which hit a barrage balloon cable and crashed into the Moskva River (left). The Germans are finding it very difficult to get through Moscow's A.A. fire. On one occasion they announced that 500 raiders had attacked Moscow, but, in fact, not one was able to get over the city.

In the photograph beneath, a member of the Moscow A.R.P. stands silhouetted against the beam of a searchlight.

A MOSCOW SCHOOL after it had received a direct hit in the course of a German air raid. On the right of the photograph may be seen members of the city's A.R.P. searching the debris.

Photos, Associated Press, Planet News

Western Russia: Europe's Eastern War Zone

Statute Miles
0 100 200
Main Railways
Russian Border (European Part)
1939
1941 (at outbreak of War)
Canals
ARCTIC OCEAN
KARA SEA
BARENTS SEA
WHITE SEA
BALTIC SEA
BLACK SEA
SEA OF AZOV
CASPIAN SEA
ARAL SEA
NOVAYA ZEMLYA
GULF OF OB
KARA R.
Pechora
Ural Mountains
Ob
Tavda
Tura
Kama
Volga
Don
Dnieper
Dniester
Donets
Oka
Desna
Pripet Marshes
Berezina
Vistula
Niemen
Dvina
Onega
Ladoga
Lake Onega
Lake Ilmen
Lake Peipsi
Gulf of Bothnia
Gulf of Finland
Gulf of Riga
Sea of Marmara
Bosporus
Dardanelles
Arctic Circle
Kara R.
Timan Mts.
Mezen
Pechora
Ural Mts.
Caucasus Mts.
Elbrus
Kura
Aras
Volga
Don
Dnieper

After Two Months: The Russians at Bay

"The first two months of the war," claimed Moscow on August 22, "prove that the Red Army is not only not destroyed but its powers of resistance are increasing with each day of the war." But, nevertheless, the weeks of terrible strain and loss had left their mark, and (as we show here) the situation of the armies of our gallant ally gave occasion for considerable anxiety.

"NINE weeks ago today," said Mr. Churchill in his broadcast on Sunday, August 24, "Hitler hurled millions of soldiers upon the neighbour he had called his friend. 'Let Russia be blotted out! Let Russia be destroyed! Order the armies to advance!'—such were his decrees. Accordingly, from the Arctic Ocean to the Black Sea six or seven millions of soldiers are locked in mortal struggle."

"Ah, but this time it was not so easy," went on the Premier. "This time it was not all one way. The Russian armies and all the peoples of the Russian Republic have rallied to the defence of their hearths and homes. For the first time Nazi blood has flowed in a fearful flood. Certainly a million and a half, perhaps two millions, of Nazi cannon-fodder have bitten the dust of the endless plains of Russia. The tremendous battle rages along nearly 2,000 miles of front. The Russians fight with magnificent devotion. The aggressor is surprised, startled, staggered; for the first time in his experience mass murder has become unprofitable."

Then Mr. Churchill went on to say that our generals who had visited the Russian front line had expressed their admiration of the efficiency of the Russian military organization and the excellence of their equipment. The next day there was published a statement made by one of the generals in question, Lt.-Gen. F. N. Mason Macfarlane, of the British Military Mission sent to Moscow. He told a press conference that he had just seen a counter-attack by a Soviet division in the Smolensk region. "The division I saw in action," he said, "was obviously well trained, full of fight, and was fighting well. The men looked very good, hardened and well-fed. I was impressed by the most efficient cooperation of all arms—infantry, artillery, tanks, field-guns and air force, and also by the smooth organization of supply."

SOVIET GUERILLAS, secretly known as L. and Senior Lieut. T., in command of Unit X. These men, typical of thousands, have done valiant work in wrecking railways, enemy tanks and transport. Note the sub-machine-gun in Lieut. T.'s hand. *Photo Planet News*

For two months Hitler's gigantic armies had been battering at the Russian front. That front still stood unbroken in spite of all the Nazi claims. Leningrad, Moscow, and Kiev were still intact. But, all the same, the Germans had scored indisputable successes. They had overrun all the recently-acquired provinces of Russia, and had even made considerable inroads into the main body of the Soviet Union. On each of the three great fronts the situation seemed full of menace for the defenders.

In the north the Germans and their Finnish allies were drawing closer to Leningrad. Narva and Kingisep had fallen, and on August 25 the Russians admitted the evacuation of Novgorod; the next day the Russians announced that the enemy were at the city's approaches. But in front of the advancing Germans lay a solid fortified region 50 miles deep, constituting one of the strongest fortresses in the world and defended by a well-trained and splendidly-equipped army of at least a million men. Dr. Goebbels's propaganda machine threatened that Leningrad would be "ground to rubble" by the Luftwaffe, and bade the Russians remember the fate of Warsaw. But in the city there was never a suggestion of surrender. Most of the noncombatants had been evacuated months before, and those who remained toiled in improving the city's defences and men and women alike shouldered rifles and took their places in the line beside the garrison. They were nerved to do and die by a stirring proclamation from Marshal Voroshilov issued on August 20.

"The enemy is attempting to penetrate into Leningrad," he said. "But this will not be. Leningrad has never been and never will be in the hands of the enemy. He will never set foot in our beautiful city . . . Women, inspire your husbands, your sons and brothers. Young men, join the detachments for defence. Workers and engineers, work for the defence of the country, the defence of your own city. Increase the production of munitions and arms. Let us all rise up in the defence of our city, our children, freedom and honour." In answer to the Marshal's appeal, a wave of revolutionary fervour spread through the city which was the birthplace of the Soviets, and "Leningrad can take it" became the slogan of the indomitable multitude.

In the central sector there was little change to report. The German drive beyond Smolensk had slackened, and there were reports that the Nazis were digging in. This did not suit the Russian book, however, and Marshal Timoshenko launched a series of vigorous counter-attacks which not only disturbed the German plans but succeeded in wresting from them a number of villages. One of these counter-attacks was directed by General Koniev, whose troops routed a German infantry division, killing at least 3,000 officers and men and destroying 130 tanks and a large number of guns, lorries and ammunition. This gallant action was recognized in a special Order of the Day by Marshal Timoshenko, in which the units concerned were congratulated on having "inflicted a major defeat on the enemy."

Timoshenko's counter-attacks were dictated at least in part by the desire to relieve the pressure on Budenny's armies to the south, and also to do something to retrieve the situation arising from Von Bock's break through at Gomel, east of the Pripet Marshes. Von Bock's aim obviously was to separate Timoshenko from Budenny, and if he did not succeed in this, at least the way lay open

The Eastern front from Kexholm in the north to Nikolayev, Nikopol and Dniepropetrovsk in the Ukraine, showing the progress of German drives up to August 23. Note the all-important bridges across the Lower Dnieper.

for a march south along the right bank of the river in the direction of Kiev. Much more dangerous was the situation to the south of Kiev, where Von Rundstedt was making very rapid progress. Maybe Budenny was out-generalled, but at least his retreat was generally considered to have been masterly in the circumstances. Odessa was left behind as a strongly-defended fortress, and the Germans soon claimed that it was surrounded and that their troops had occupied the Black Sea ports of Nikolayev and Kherson lying beyond it. There was talk of a stand on the River Bug, but the Germans still advanced; very soon they had penetrated into and overrun the highly-industrialized region of Krivoi Rog in the bend of the Dnieper. Budenny, still retreating, managed to get a very large proportion of his troops across the Dnieper, here a wide-flowing river with but four bridges beyond the two at Kiev: at Cherkassy, Kremenchug, Dniepropetrovsk, and Zaporozhye. The Germans strove their utmost to hamper his retreat, and claimed to have successfully dive-bombed the vital bridges, and to have taken Dniepropetrovsk. From various sources came the news that the Russians had destroyed the famous Dnieper dam near Zaporozhe and blown up the power-station, and this was confirmed from Moscow on August 28th.

War's Tide Reaches Russia's Monster Dam

A general view of the town of Zaporozhe (above), where the workers at Dnieproges, the great hydro-electric station, live. Fine tenements and scientific town-planning are the pride of modern Russia, as also are such engineering works as the Dnieper Dam (top photograph), which provides the power for one of the greatest hydro-electric plants in the world. Spanning the river for half a mile, the dam provides a generating capacity of 900,000 h.p., and most of the industries in the Dnieper valley are dependent upon it.

A soldier-compositor setting type for one of the Soviet Army's news-sheets which are circulated regularly among the troops. On the right, a Nazi officer's car trying to pass through a Russian town where heavy rains have turned the road into a quagmire. The violent struggle for the industrial Ukraine is taxing the Nazi armies to their utmost. In a desperate effort to control the Dnieper bridgeheads the Germans claimed to have captured Dniepropetrovsk, the great steel city north of the dam. on August 25. *Photos, Planet News and Keystone*

How Yugoslavia Upset Hitler's Time-Table

Yugoslavia's resistance against the Nazis was crushed in a campaign of 12 days, and the country was overrun by Hitler's hordes. Yet her stand was not in vain, as is made clear in this article, which takes its inspiration from a broadcast by General Simovitch, the Yugoslav Prime Minister, now in England, to his people on June 27, 1941.

WHEN last spring dawned the Balkans must have made a very satisfactory picture in Hitler's eyes. Rumania was in the occupation of German troops, and General Antonescu, the head of the Rumanian Government, was nothing more than the Fuehrer's puppet. Yugoslavia was on very friendly terms with the Reich, as was seen on March 25 when Premier Tsvetkovitch signed the Vienna Pact which bound his country to the Axis. Bulgaria was already a member of the Axis family, and, like Rumania, was filled with German troops; it was destined, indeed, by Hitler to be the jumping-off ground for his next act of aggression in Europe.

The German Army in the Balkans was under the command of Field-Marshal List. The plan of campaign was as brilliantly conceived as it was carefully prepared for. Its general shape has now been revealed by General Simovitch, former Chief of the Yugoslav Air Force, who on March 28 captained the coup d'état which resulted in the overthrow of Tsvetkovitch and his pro-Nazi friends and the establishment in his place of a pro-Ally Government under General Simovitch himself (see pages 362 and 386, Volume 4).

"There is some evidence based on the disposition of troops," said General Simovitch in his broadcast to the Yugoslav people, "that Germany intended to conquer Turkey in April, and to create there a base for a further attack first in a southern direction against Suez, and later to the north against Russia in the direction of the Caucasus, coordinating this latter move with a frontal attack from Rumania and Poland against the Ukraine and Central Russia."

The ground had been well prepared. Turkey, so the Germans considered, would not fight if she were attacked. Russia was still Germany's friend, and the time had not yet come to disillusion her. Syria was in the hands of Vichy France, and day by day was receiving more Axis agents who were preparing the ground for a large-scale invasion by Nazi air-borne troops. Then in Iraq pro-Nazi Raschid Ali had organized a rebellion timed for April 3, which, we may now presume, was the date when the Germans intended to be on the march through Turkey. This march was to start from Bulgaria, where List had his main army close to the Turkish frontier, opposite Adrianople.

HITLER'S EASTWARD PLAN, the time-table for which was upset by Yugoslavia's unexpected resistance, is illustrated in this map. According to Gen. Simovitch, Hitler had planned a double pincer movement: the northern arm was to advance through Turkey and the Ukraine, while the southern arm of the pincer was to take the form of an advance from Libya. *Courtesy of "The Times"*

M. Ninchitch, left, Foreign Minister of the Yugoslav Government now in Britain, and Gen. Simovitch, the Prime Minister and C.-in-C. of the Yugoslav army. *Photo, Associated Press*

Another German force was in the south-west of Bulgaria, well placed for an advance against Salonika to the south.

This, then, was in Hitler's mind. Already he must have seen in imagination his armies sweeping southwards into Greece (thus by-passing the great fortress of Adrianople), through European Turkey to the Straits, and then across them along the Anatolian coast or across the Black Sea in Rumanian and Bulgarian ships to the Caucasus. Information in the possession of General Simovitch leads us to suppose that the campaign was to be launched between March 15 and April 1, and was to be completed in from six weeks to two months.

But a hitch developed, and a very serious one. On the night of March 27-28 General Simovitch seized power in Belgrade, and List was quick to realize that now he had on his right flank not a friendly power but a definitely hostile one. Wasting no time, he switched his main army across Bulgaria and on April 6 invaded Yugoslavia and struck south against Salonika. The Yugoslavs, fighting with their traditional bravery but hopelessly outnumbered, were speedily compelled to capitulate, since they were invaded at one and the same time by Italians from the west, Hungarians and Germans from the north, and Germans and Bulgarians from the east. After 12 days organized resistance was at an end. But fighting went on in Greece until June 1, when the last of the British troops were withdrawn from Crete.

The ground might now seem to have been cleared for the prosecution of Hitler's plan, but much valuable time had been lost. The Iraq rising had been crushed, and on June 8 Syria was invaded by Wilson's army. The situation, in a word, had been transformed.

Another fortnight, and Hitler launched his attack on Russia. His new plan was but a ghost of the old. Originally (so General Simovitch surmises, seemingly with good reason) Hitler had planned that the advance through the Ukraine should be timed to coincide with the one through Turkey in the direction of the Caucasus. At the same time another German army was to be sent across Turkey into Iran to invade Russia by way of the east side of the Caspian Sea. If this pincer movement had been carried out, then Russian resistance might well have been hamstrung. Nor was this all. These strokes were to be accompanied by an advance of General Rommel's army in Libya through Egypt to the Suez Canal, there to join up with another German army, which should march southward from Turkey, through Syria, Iraq and Palestine.

Such was the plan, but, as we have seen, there was a hitch. General Simovitch's action in overturning the pro-Nazi government in Yugoslavia upset Hitler's time-table. Several precious weeks had to be spent in crushing the resistance of the Yugoslavs and the Greeks, supported by our own Forces of the Empire. Yugoslavia, by her dramatic reversal of policy on May 28, saved her soul. She also did much to save the situation for the Allies in the Near East. That must not be forgotten.

Our Searchlight on the War

A NEW LEG BY PARACHUTE

WING CMDR. D. R. BADER, D.S.O., one of the most indomitable airmen in the R.A.F., was reported on August 14 to have baled out of his burning plane and to be now a prisoner of war. This famous pilot, who had lost both his legs in 1933 at an air pageant rehearsal, badgered the authorities, when war broke out, into giving him a flying test, and passed it brilliantly. He led the Canadian Squadron of Fighter Command in the Battle of Britain, and shot down at least 15 German machines. More recently he had played a prominent part in the daylight sweeps over Northern France. It was stated that one of Bader's metal legs was damaged when he baled out, so on August 19 one of the "spares" he kept at his air station was dropped from a plane of an R.A.F. squadron flying over enemy territory to bomb a distant target.

SOUND LOCATOR, for finding people trapped under debris, is the invention of a Brighton man, Mr. R. Moore. The locator enables the trapped to hear the voices of the rescue squad, and they in turn can hear sounds of the victims below them. The horn is of special composition ; rescuers speak through a microphone and listen through earphones. *Photo, Hamlin, Brighton*

DE GAULLE'S AERIAL FLAGSHIP

PILOTED by Mr. J. H. Mollison to Brazzaville, French Equatorial Africa, the "Flying Wing" has arrived safely after a journey of 6,500 miles over sea and jungle, much of which was flown at night in order to avoid Vichy and Axis aircraft. This is an experimental aeroplane of unusual design, destined to transport Free French officers and military mail to distant parts of the great wilderness extending from the Congo watershed to the edge of the Libyan desert. Col. Pierre Carettier, commander of the Free French Air Force in Africa, and his staff made a test flight in this remarkable plane, in which passengers and freight are accommodated not in the fuselage but in the wings.

PROTECTION FOR TANKER CREWS

AFTER consultation with the representatives of tanker companies, the Ministry of War Transport has adopted a plan whereby the crews of British tankers proceeding within danger areas are to be supplied with a special garment designed to protect them against burning oil. This one-piece garment is made of light, flame-proof fabric, and consists of a cape, gauntlets and a hood with eye-piece of mica ; it is intended for the protection of face and hands while boats are being launched. The hull of each lifeboat, the mast, oars, canvas hood and sail cover, are to be fire-proofed, and the boats are to be equipped with a manual bilge pump adapted for spraying water.

DOUBLE AIR TRAGEDY

ON August 10 a transoceanic aircraft flew into a hillside shortly after taking off from a British airport, and all the passengers and crew, totalling 22, were killed. They included several pilots and radio operators engaged in ferrying American aircraft across the Atlantic for the R.A.F., and there were nine Americans among them. All were buried with naval honours on August 15, the mourners being fortunately unaware that an almost identical disaster had taken place the night before. Again a transatlantic aircraft crashed within a minute of taking off for a flight to Canada, and, as before, the 22 passengers and crew lost their lives. Among them was Mr. Arthur Purvis, chairman of the British Supply Council in North America and well known as head of the British Purchasing Commission. This distinguished Canadian had been responsible for the supply of well over £500,000,000 worth of aircraft, arms and supplies.

'VOLUNTEERS' AGAINST RUSSIA

BELGIUM has been recently combed for recruits "to fight Communism," but despite all their propagandist efforts the Germans were only able to muster about 1,000 Flemish nationals and 900 French-speaking Fascists (Rexists) willing to take up arms for Hitler. Leon Degrelle, leader of the Rexist party, presented the volunteers with the flag of the old Dukes of Burgundy—which suggests that some Flemish extremists look to the creation of a State which would comprise Holland, Belgium, Alsace and adjacent parts of Switzerland.

ANGLO-SOVIET PLEDGE TO TURKEY

DECLARATIONS were presented at the Turkish Foreign Office in Ankara by the British and Soviet Ambassadors on August 10. They were to the effect that both Governments had no claims whatever with regard to the Dardanelles, that they were "prepared scrupulously to observe the territorial integrity of the Turkish Republic," and, while fully appreciating the desire of the Turkish Government not to be involved in the war, they "would nevertheless be prepared to render Turkey every help and assistance in the event of her being attacked by a European Power." The Declarations were warmly received and should do much to reassure Turkey as to her neutrality and her independence, while also making more remote the possibility of her country becoming a battle-ground in the present struggle.

NORWEGIANS ESCAPE to England very frequently through the offices of a vast underground Escape Club which helps those desiring to do so to reach this country. This is called "taking the Shetland bus." Among those who have taken the risk are Nelley, a 26-year-old nurse, and Nils, junior house physician in a hospital on the Norwegian coast. They are now engaged, and work in a Norwegian hospital in London. *Photo, Keystone*

WE LAND GOODS AT TANGIER

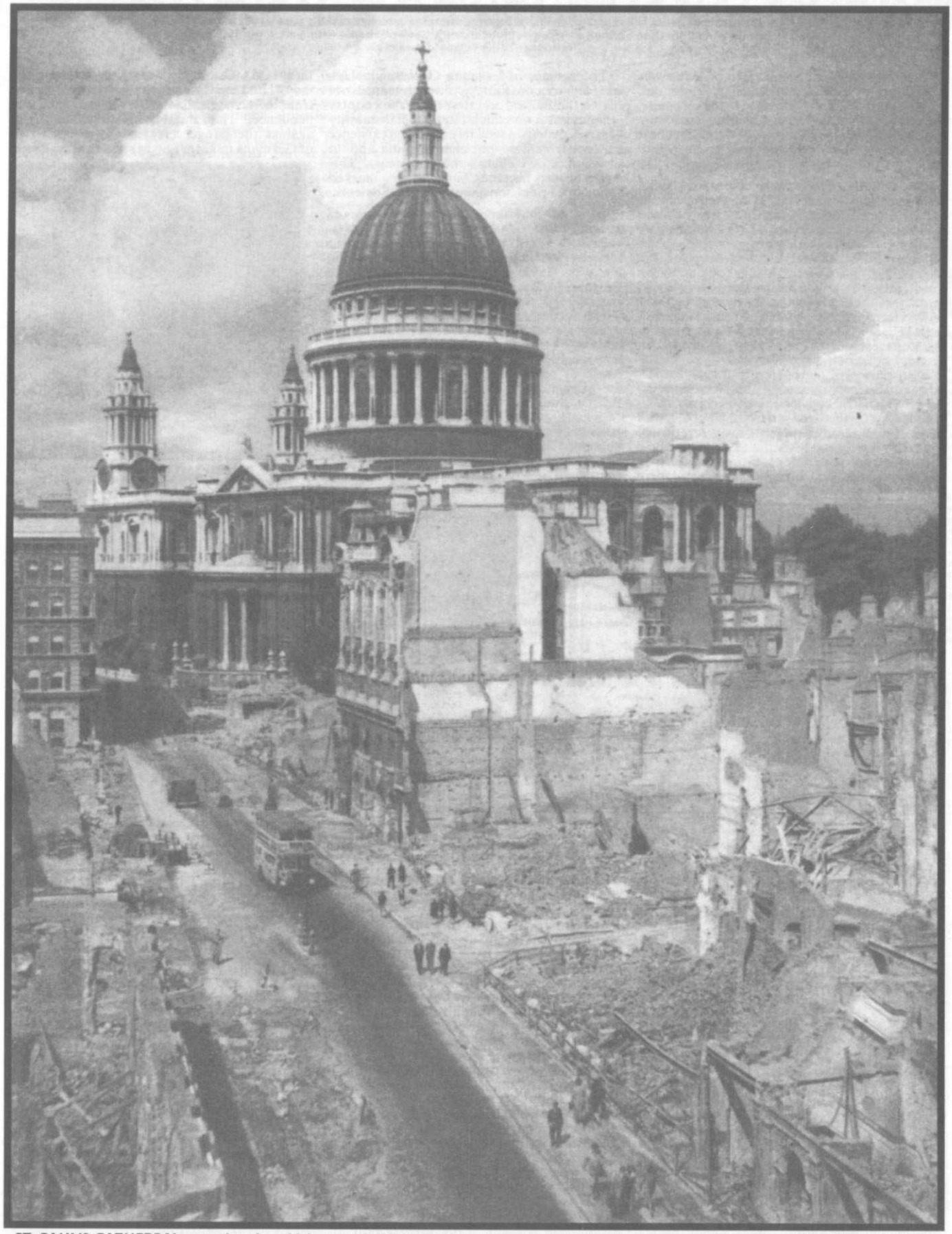
NO British freighter had unloaded at Tangier from the moment of the collapse of France until August 13, when a merchant ship arrived with a cargo of green tea, soap and other supplies. The Italian colony demanded to know how the ship had been able to slip through the Axis blockade. Irritated German residents watched in silence the goods being discharged on to the quays. But the Moorish and Spanish population welcomed the supplies with pleasure and with outspoken disbelief in the Axis propaganda which still tries to spread the legend of starvation in England.

AFTER-THE-RAID PLANS

THE Minister of Health, Mr. Ernest Brown, has been making a special drive to bring all target areas up to a higher standard of preparedness against air attack. In June there were about 10,000 Rest Centres in England and Wales, with accommodation for well over a million people, who will find there food, a place to sleep, help and advice ; but this provision should be doubled, and local authorities are setting about the task of acquiring or erecting suitable buildings which the Ministry of Health will then equip with furniture, crockery, etc. In addition to this, Mr. Brown is anxious that individual families should make a "mutual-aid pact" with friends or relatives living in another part of the town, if possible not nearer than half a mile. If one family is bombed out, members can go straight to the other house.

THE FLYING WING, piloted to Brazzaville by J. H. Mollison, is an aircraft of revolutionary design, passengers and freight being carried in the centre section of the wing. The aircraft is powered by two 870 h.p. Bristol Perseus engines. *Photo, British Official: Crown Copyright*

Wren's Masterpiece Revealed by War's Havoc



ST. PAUL'S CATHEDRAL, now that the raid-damaged buildings in the vicinity have been cleared away, is more visible from the southern side than ever before in its history. Originally Sir Christopher Wren had planned a colonnade to enclose a large piazza forming a clear space around the church, but the value of City sites militated against this proposal. When London is rebuilt, will Wren's original idea be reconsidered, so that the City's proud cathedral can at last be given a proper setting ?

Photo, Keystone

Britain and Russia Take Action Against Iran

Just as in April British troops were landed in Iraq to destroy the nest of Nazi intriguers, and in June invaded Syria to counter the menace deriving from the presence of Axis agents, so in August Britain—but this time acting in close conjunction with Soviet Russia—sent an army into Iran. For once Hitler was forestalled.

THE first news of the invasion of Iran was given by Moscow radio at 1 a.m. on August 26: "Soviet troops crossed the Iranian frontier early yesterday morning and are moving in the direction of Ardebel and Tabriz. They have covered twenty-eight miles and the advance continues."

The trouble which thus came to a head had long been simmering. For many months past Nazi influence in Iran had been all too obviously on the increase. Large numbers of German "tourists" were reported to be arriving in the country, and many of those Axis agents who, when Britain took action in Iraq, found it advisable to flee the country, made for Teheran—prominent among them being Herr Grobba, former German minister in Baghdad. Then there were also numbers of German technicians who had succeeded in occupying most of the key-positions in the Iranian railways, air-routes, and such important industries as spinning and sugar-production. The numbers of these German immigrants were estimated at from 500 to 5,000. Then the Iranian intelligentsia were reputed to be of Nazi sympathies since many of them had received their technical education in Germany, and had brought back with them German wives.

The presence of so many Germans in Iran was seen to constitute a direct menace not only to the British oil interests in the country—the interests on which the financial stability of Iran depends, indeed its continued existence as a modern state—but also to India and to the Russian oil fields in the Caucasus. This last menace became particularly marked following Hitler's onslaught on the Soviets.

So it was that representations were made to the Shah, Riza Khan Pahlevi, that extraordinary figure who has endeavoured to repeat in Persia the achievements of Mustapha Kemal in Turkey. He was asked to send the German "tourists" and technicians home, but the representations and the warnings which accompanied them went unheeded. A few Germans were indeed sent out of the country, but only a mere handful. At last the situation had grown so acute that it could be tolerated no longer, and at 4 a.m. on August 25, Sir Reader Bullard, the British minister in Teheran, and his Soviet colleague, Mr. Smirnoff, called on the Iranian Prime Minister, Ali Mansur, and presented what the last-named described as "threatening memoranda," notifying him that the British and Soviet forces were already crossing the frontier.

Iran. At the same time they stressed that they had no intentions whatever against Iranian territorial integrity or national independence. The military measures taken were against the danger created by the activities of Germans in Iran, and as soon as this danger

RIZA KHAN PAHLEVI rose from a private soldier of the Persian Cossack Brigade to be dictator and Shah of Iran in 1925.

IRAN, formerly Persia, which was entered by the British and Soviet troops on August 25, thereby forestalling a Nazi coup d'état to take control of the country. The Russians marched through the Caucasus, the British advancing from the south. On the right, an oil field at Baku, chief centre of the Russian oil industry. *Photos, Planet News: Map by courtesy of "News Chronicle"*

GEN. SIR A. WAVELL (right), Commander-in-Chief of the British Forces in India, some of whom are operating in Iran. He is chatting with Sir Hugh Dow, Governor of Sind. *Assoc. Press*

Within a few hours the text of the Russian note was broadcast from Moscow, and it was found to contain the most circumstantial details of the German penetration of Iran. A number of Germans were mentioned by name, and they were accused of having organized "tourist" groups in Baku, and to be preparing a military coup d'état in Iran itself. The German Legation in Teheran was stated to have organized armed bands in certain frontier districts in Iran, sending them to Baku and to other particularly important Soviet centres with the object of sabotage on Soviet territory. German agents, the note went on, had munition dumps at their disposal at different places in Iran, particularly in the north; and under cover of hunting parties they had created near Teheran a military training course for their accomplices. "In their criminal activities these Germans grossly disregarded the elementary demand for respect of the territorial sovereignty of Iran by transforming Iranian territory into an arena for preparation for military invasion of the Soviet Union."

So the Soviet Union and Britain had found it necessary to take military action against

was averted the troops would be withdrawn.

The British troops invading Iran were part of General Wavell's command in India. The first communiqué describing their progress was issued from Simla on August 26.

It stated: "British and Indian troops entered Iran at three points early on Monday morning (August 25). Naval and air cooperation enabled the landing of a force at Abadan and a small detachment of Indian troops also secured Bandar Shapur (Persian Gulf), where there were two damaged German ships and three Italian ships only slightly damaged. Two further German ships which had been beached were captured with their crews. Steps were taken by air-borne troops to give protection to British families in the employ of the Anglo-Iranian Oil Company. British and Indian troops, including infantry and armoured units, advanced simultaneously into Iran from Khanaqin (Iraq). The oil installation at Naft-i-Shah and the small town of Qasr-i-Shirin were occupied without serious opposition. Leaflets were dropped by R.A.F. bombers on Teheran and other towns explaining the reasons for the operations and stressing that we have no quarrel with the Iranian people and no designs on their independence or territory."

Then on August 29th came the news that Teheran had asked for an armistice.

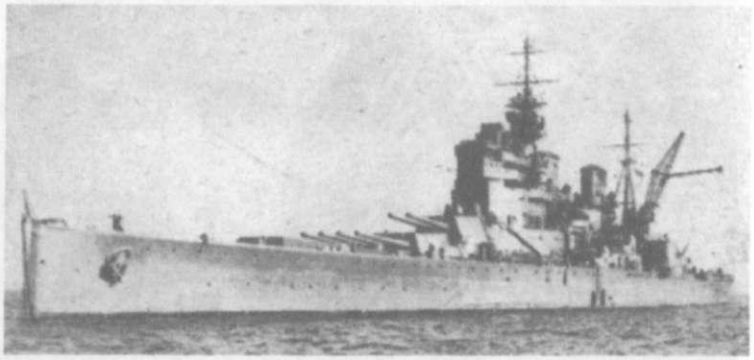
HIGH DRAMA on the HIGH SEAS

A Pictured Record of the Churchill-Roosevelt Meeting

ON August 14 the world learned from Mr. Attlee's broadcast that the two great leaders of Democracy had met and drawn up an 8-point Anglo-American Declaration.

Amplifying the facts of this historic meeting, Mr. Churchill stated in his broadcast on August 24 "There are two distinct and marked differences in this joint declaration from the attitude adopted by the Allies during the latter part of the last war, and no one should overlook them. The United States and Great Britain do not now assume that there will never be any more war again. . . . We intend to take ample precautions to prevent its renewal in any period we can foresee by effectively disarming the guilty nations while remaining suitably protected ourselves.

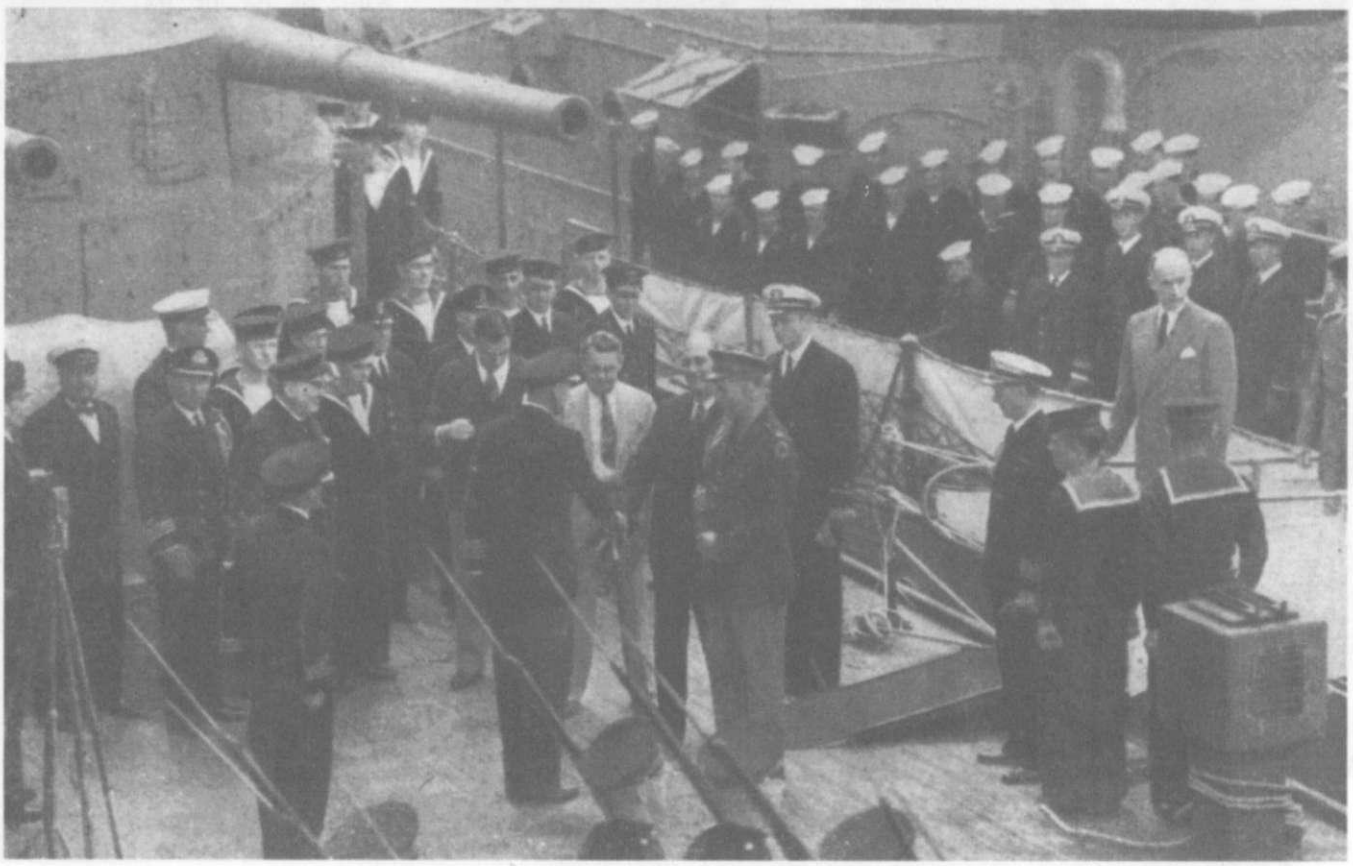
"The second difference is this: That instead of trying to ruin German trade by all kinds of additional trade barriers and hindrances, as was the mood in 1917, we have definitely adopted the view that it is not in the interests of the world and of our two countries that any large nation should be unprosperous or shut out from the means of making a decent living for itself and its people by its industry and enterprise."



H.M.S. PRINCE OF WALES, Britain's new 35,000-ton battleship, aboard which Mr. Winston Churchill and President Roosevelt had one of their historic meetings. On the left, Admiral Sir Dudley Pound, General Sir John Dill, the Premier, and Air Chief Marshal Sir Wilfrid Freeman confer in the admiral's quarters on the Prince of Wales.

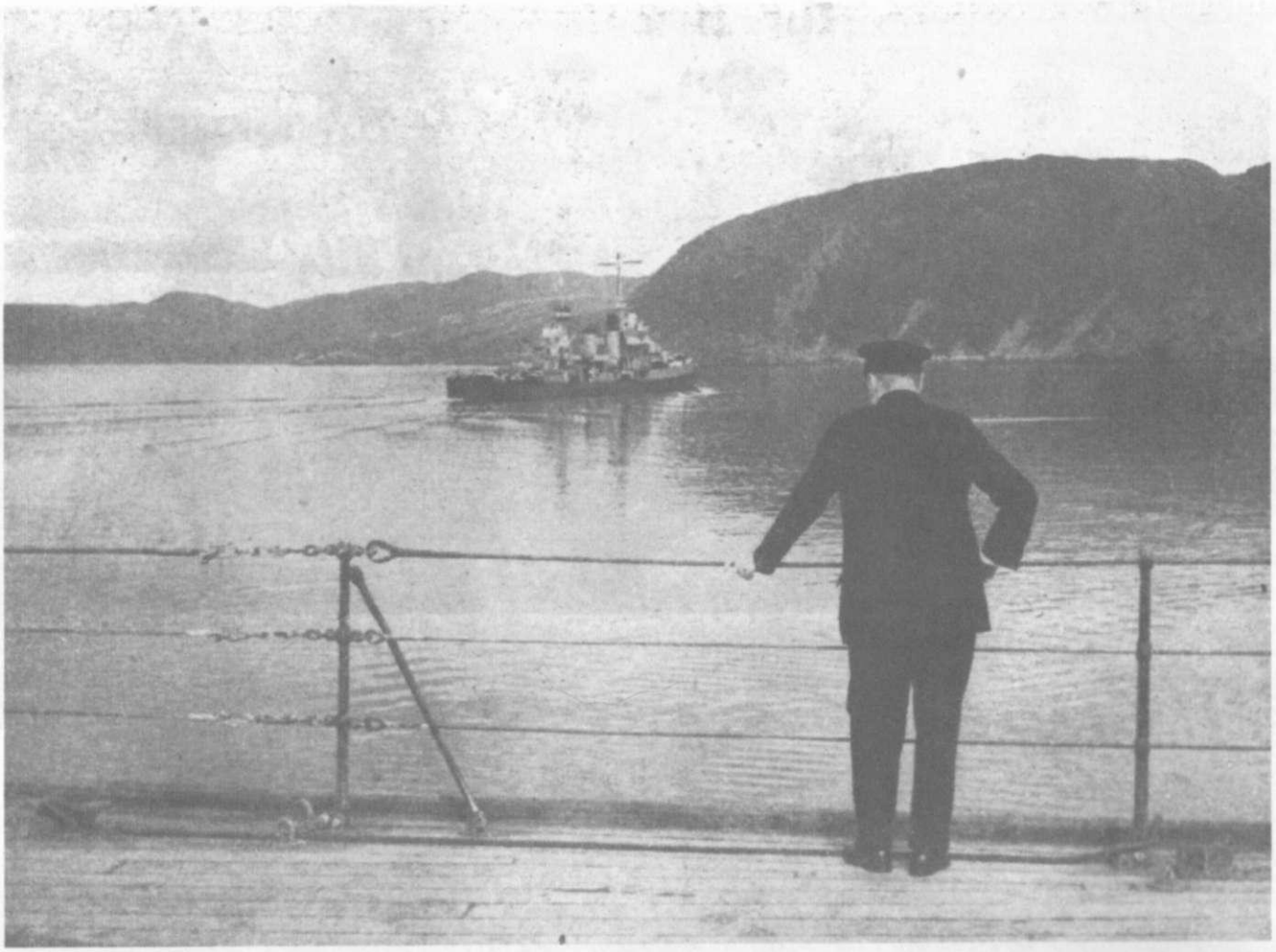
In the photograph beneath, President Roosevelt is seen arriving aboard the Prince of Wales with his son, Captain Elliott Roosevelt. He is shaking hands with the Commander of the ship, Captain J. C. Leach, M.V.O., R.N. The Prime Minister is standing between the two British naval officers on the left. Coming along the gangway is Mr. Sumner Welles, U.S. Under-Secretary of State.

Photos, British Official: Crown Copyright



Beneath, President Roosevelt engages Mr. Churchill in earnest conversation. On the right, Divine Service aboard H.M.S. Prince of Wales; Mr. Churchill and the President are seated in front. Behind them, numbered 1 to 13 are Captain Elliott Roosevelt, Ensign Franklin Roosevelt, Gen. Arnold (U.S.), Mr. Sumner Welles, Mr. Harry Hopkins, Lord Cherwell (Prof. Lindeman), Mr. Averill Harriman, Major Gen. E. M. Watson (U.S.), Air Chief Marshal Sir W. Freeman, Adm. King (U.S.), Gen. G. Marshall (U.S.), Gen. Sir John Dill, Adm. Stark (U.S.).

MR. CHURCHILL GREETS MR. ROOSEVELT (top left) as, on the arm of his son Captain Elliott Roosevelt, he comes aboard the Prince of Wales. On the left, the Prime Minister visits the President on the American cruiser Augusta and hands him a personal letter from King George. The meeting, which took place somewhere in the Atlantic, symbolized the increasing strength of the Democracies. It sealed the entente between the Anglo-Saxon peoples.



Mr. Churchill, at the rail of H.M.S. Prince of Wales, watches the departure of the U.S. destroyer McDougal with President Roosevelt aboard. Below right, the Prime Minister, with Mrs. Churchill, on his arrival back in London on August 19.
Photos, British Official and L.N.A.

THE 'ATLANTIC CHARTER'

The Anglo-American Declaration of August 1941

The President of the United States and the Prime Minister, Mr. Churchill, representing his Majesty's Government in the United Kingdom, being met together, deem it right to make known certain common principles in the national policies of their respective countries on which they base their hopes for a better future for the world.

First, their countries seek no aggrandizement, territorial or other.

Second, they desire to see no territorial changes that do not accord with the freely expressed wishes of the peoples concerned.

Third, they respect the right of all peoples to choose the form of government under which they will live; and they wish to see sovereign rights and self-government restored to those who have been forcibly deprived of them.

Fourth, they will endeavour, with due respect for their existing obligations, to further the enjoyment by all States, great or small, victor or vanquished, of access, on equal terms, to the trade and to the raw materials of the world which are needed for their economic prosperity.

Fifth, they desire to bring about the fullest collaboration between all nations in the economic field, with the object of securing for all improved labour standards, economic advancement and social security.

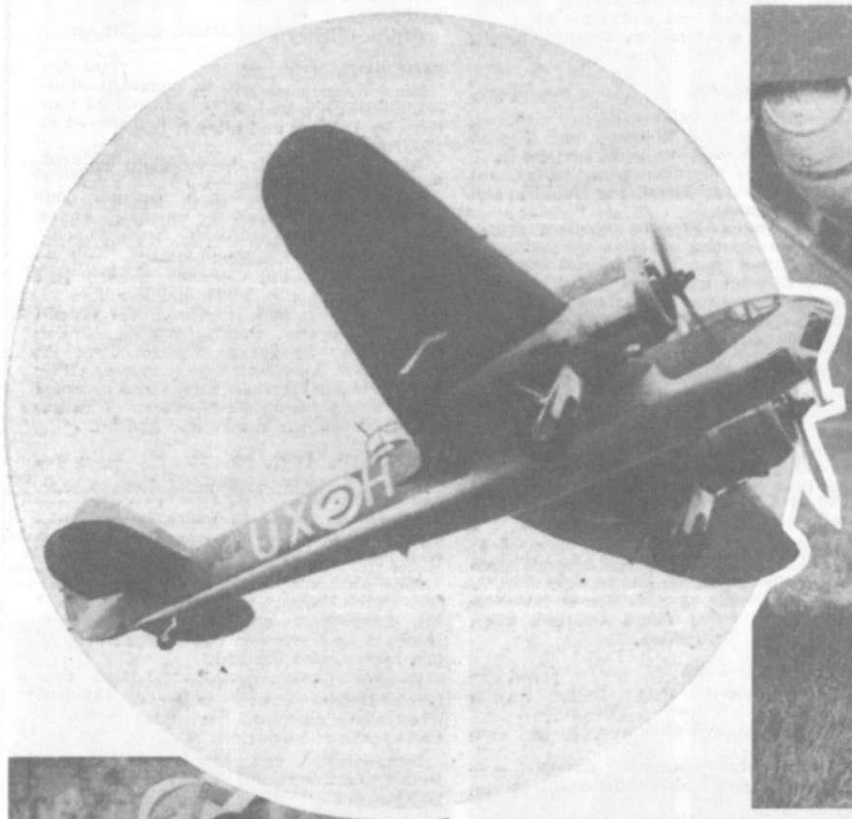
Sixth, after the final destruction of Nazi tyranny, they hope to see established a peace which will afford to all nations the means of dwelling in safety within their own boundaries, and which will afford assurance that all the men in all the lands may live out their lives in freedom from fear and want.

Seventh, such a peace should enable all men to traverse the high seas and oceans without hindrance.

Eighth, they believe all the nations of the world, for realistic as well as spiritual reasons, must come to the abandonment of the use of force. Since no future peace can be maintained if land, sea or air armaments continue to be employed by nations which threaten, or may threaten aggression outside of their frontiers, they believe, pending the establishment of a wider and permanent system of social security, that the disarmament of such nations is essential. They will likewise aid and encourage all other practicable measures which will lighten for peace-loving peoples the crushing burden of armaments.

Announced by Mr. Attlee, as Deputy Prime Minister, over the wireless on August 14, 1941

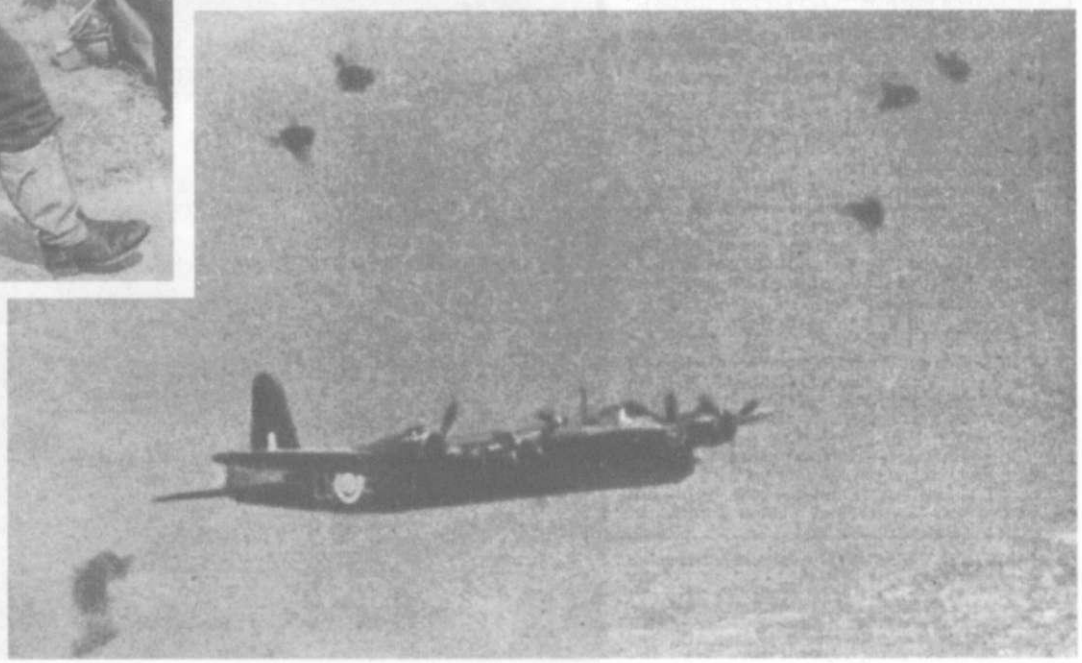
New Bombers for Britain's New Squadrons



Off to attack enemy shipping in the Channel, one of the latest type Blenheims is seen (circle) just after taking off, with the under-carriage being retracted. Above, a Leading Aircraftman examines the 500-lb. bombs in the racks of a Blenheim. *Photos, Associated Press and Sport & General*

EVERY day more and more new bombers are coming off the assembly lines as British industry gathers still greater momentum. As they leave the factories they are sent to a maintenance pool where they are fitted with their armament and bomb racks. They are then allocated to a particular bomber group, and eventually reach the squadrons who are to fly them. Though spick and span when it reaches the squadron, the new bomber soon loses its shining brightness under a coat of dull paint. Then on the nose is painted the crew's own badge, the choice of which is left to the captain of the aircraft, and on the fuselage is painted the squadron and flight number. It receives no further decoration until it has made its first attack—then a little yellow bomb is painted on the fuselage. As the new bombers arrive the old ones are handed over to a new crew, which has not yet done any operational-flying, and the experienced crews take over the new machines. But they don't, as a rule, look forward to this ; they have become attached to their old familiar bomber.

Laden with miscellaneous equipment, including "Mae West" and parachute, this R.A.F. sergeant hurries from the briefing room to jump into his plane for another Channel sweep.



Right, one of the new Stirling bombers encounters enemy "flak" as it draws near to the French coast. The Short Stirling is a giant bomber with four 14-cylinder engines. It weighs 35 tons and can carry more than four tons of bombs.

Our Diary of the War

SUNDAY, AUG. 17, 1941 *715th day*

Air.—Main night objectives were port of Bremen and industrial districts at Duisburg.

Russian Front.—Germans claimed capture of Black Sea port of Nikolaiev and town of Nikopol. Russians reported fighting all along front and much air activity.

Africa.—Considerable enemy bombing at Tobruk. British patrols continued offensive.

Mediterranean.—During night of Aug. 16-17 Fleet Air Arm successfuly attacked harbour at Syracuse and barracks at Cape Passero.

Home.—Single enemy aircraft dropped bombs at point near S.E. coast of Scotland. Night raid on Hull. One enemy bomber destroyed.

MONDAY, AUG. 18 *716th day*

Sea.—Admiralty announced that H.M. minesweeper No. 39 had been sunk.

Air.—Day attack on Lille. Three enemy patrol vessels sunk off Dutch coast.

Night attacks on Cologne and Duisburg. Other forces bombed Dunkirk docks and enemy airfields.

Russian Front.—Russian forces in Western Ukraine continued to retreat in good order across R. Dnieper. Germans believed to have renewed offensive against Leningrad.

Africa.—Benghazi and Tripoli heavily raided on night of 17-18.

In Wolchefit, Debarech and Gondar areas of Abyssinia aircraft of R.A.F. and S.A.A.F. continuously attacked enemy positions.

Mediterranean.—Attempt by large force of German fighters to attack shipping off Egyptian coast beaten off by R.A.F.

During night of 17-18 Fleet Air Arm attacked enemy convoy; one vessel sunk, tanker fired, second freighter hit and later set on fire.

Home.—Small-scale night raids on east coast of England and Scotland.

TUESDAY, AUG. 19 *717th day*

Sea.—Admiralty announced that H.M. submarine Cachalot must be considered lost.

Air.—Day attacks on shipping in Ostend harbour, railway yards at Hazebrouck, and shipping off Dutch coast. Night raids on Kiel and occupied aerodromes.

Russian Front.—Moscow reported stubborn fighting along whole front, including Novgorod area. Kingisepp (Yamburg), 70 miles south-west of Leningrad, evacuated. Successful counter-attacks near Smolensk.

Germans claimed to have occupied all country west of R. Dnieper except Odessa and some bridgeheads.

Africa.—Tripoli harbour heavily bombed during night of 18-19.

Home.—Few bombs fell at night near east and south-east coasts. One raider destroyed.

WEDNESDAY, AUG. 20 *718th day*

Air.—Day raid on Dutch aerodrome.

Russian Front.—German three-pronged offensive continued. Leningrad now seriously threatened. In centre Russians reported fierce fighting near Gomel. Germans claimed success in attacks on Dnieper bridgeheads.

Africa.—Night attack on Benghazi.

Mediterranean.—R.A.F. attacked Syracuse harbour; three balloons shot down in flames and a number of seaplanes damaged.

General.—Mr. Mackenzie King, Canadian Premier, arrived in England for discussions.

On Aug. 19 and 20 10,000 Jews were arrested in Paris.

THURSDAY, AUG. 21 *719th day*

Air.—Three day attacks; one on iron and steel works at Ymuiden, Holland, two on industrial targets and railways in St. Omer and Bethune areas. E-boats in Channel bombed.

Russian Front.—Germans claimed to have captured Novgorod, Kingisepp and Narva, south of Leningrad, and Kherson, at mouth of Dnieper. Russians evacuated Gomel.

Africa.—Day attacks on enemy landing-grounds at Gambut and Menastir.

Home.—Few night raiders dropped bombs near east coast. One destroyed.

FRIDAY, AUG. 22 *720th day*

Air.—Two enemy fighters destroyed during R.A.F. patrols over Channel and French coast. Heinkel shot down off east coast.

Night attacks on Mannheim, harbour at Le Havre, docks at Ostend and Dunkirk, and many aerodromes.

Russian Front.—Moscow reported strong resistance to German offensive in Leningrad sector. Stated that Russian bombers had attacked German transports in Black Sea; two sunk, third set on fire, others damaged.

Africa.—During night of 21-22 R.A.F. dropped 25 tons of bombs on Tripoli.

SATURDAY, AUG. 23 *721st day*

Russian Front.—Soviet communiqué reported continuous fighting along entire front, and in south claimed to have wiped out Rumanian 15th Division.

Unofficial German reports, later confirmed, stated that Nazi troops were 60 miles east of Gomel and that Cherkasy, on Dnieper south-east of Kiev, had been captured.

Africa.—During night R.A.F. dropped 20 tons of bombs on Tripoli and also attacked encampments at Sollum, Bardia and Gambut.

General.—Owing to activities of revolting Serbs, Italy placed entire Croatian coast under military occupation.

SUNDAY, AUG. 24 *722nd day*

Sea.—Announced that H.M. trawler Brabant had shot down a Dornier.

H.M. submarine Union overdue and considered lost.

Air.—Daylight offensive patrols over Northern France. Sharp night attack on Düsseldorf.

Russian Front.—Moscow reported fierce battles near Odessa, where 3rd Rumanian Division was annihilated. Russian counter-attacks in region of Gomel. Four German transports sunk in Baltic.

Germans claimed to have forced Russians back in Lake Ilmen area, south of Leningrad, capturing 10,000 prisoners. Great tank battle in progress. Helsinki claimed that Finnish troops had surrounded Viipuri.

Berlin admitted that Russian bombers had destroyed power station at Zaporoje, on R. Dnieper.

Africa.—Heavy night attack on Tripoli.

MONDAY, AUG. 25 *723rd day*

Sea.—Announced that 14 merchant ships out of British convoy of 21 attacked for four days by U-boats and aircraft had arrived in the Tagus.

Air.—R.A.F. made heavy night raids on Mannheim and Karlsruhe.

Russian Front.—In south Russians continued fighting retreat to Dnieper. Fierce battle near Dniepropetrovsk. Enemy operations against Leningrad-Moscow railway held in check, but Germans claimed that Leningrad was now under artillery fire.

Iran.—British and Russian forces crossed frontier. Imperial troops occupied Abadan and Bandar Shapur on Persian Gulf. At latter, seven Axis ships were captured. Other forces advanced from Khanikin and occupied Qasr-i-Shirin and Naft-i-Shah. Russians advanced towards Tabriz and Ardebil.

TUESDAY, AUG. 26 *724th day*

Sea.—Admiralty announced loss of H.M. corvette Picottee.

Announced that ex-American destroyer Bath, manned by Norwegian Navy, had been sunk.

Air.—Two convoys attacked off German and Dutch coasts. Two ships sunk; others hit. Large-scale night raid on Cologne. Docks at Le Harve and Boulogne, and enemy aerodromes, also bombed.

Russian Front.—Germans claimed capture of Dniepropetrovsk, west of R. Dnieper. They also claimed to have taken Luga, 90 miles south of Leningrad.

Iran.—British and Russian troops continued to advance, meeting so far only slight resistance. Russians occupied Tabriz, Ardebil, Dilman and Lissar.

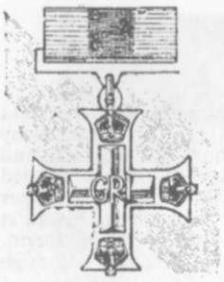
Mediterranean.—Announced that naval aircraft had bombed military targets north and south of Tempio, Sardinia. Junkers shot down and Cant floatplane heavily damaged.

Home.—Few bombs fell at night at widely separated places, including Scilly Isles.

General.—War Office announced creation of new East African Command, to be held by Lt.-Gen. Sir William Platt.

CUTTING THE CORN: Land Girls reaping a 400-acre field in Sussex. Said to be the largest wheat plot in England, the field has been brought back to cultivation by the East Sussex County War Agricultural Committee after lying fallow for twenty years.
Photo, Topical Press

They Have Won Honours in Freedom's Cause



THE MILITARY CROSS

Mrs. Ida Hacker, Rest Centre Service organizer, **B.E.M.,** for gallantry when the Rest Centre was damaged in a raid.

Miss " Biddy " Harris, A.F.S., **B.E.M.,** for aid in rescuing trapped people. She worked for 12 hours in a heavy raid.

Mrs. Mary Fitzgerald, G.M., for carrying on under heavy bombardment after her ambulance had been wrecked.

Miss Joan Hobson, London A.F.S., **B.E.M.,** for improvising a fire pump and playing a hose on a blazing building.

THE MILITARY MEDAL

Pilot Officer K. W. Mackenzie, " Ulster's air ace," **D.F.C.,** for ramming a Messerschmitt and sending it crashing into the sea.

Flt.-Lt. R. E. Hunter, No. 240 Squadron, **D.F.C.,** for bravery on important duties, often involving long flights in adverse weather conditions.

Air Vice-Marshal F. H. M. Maynard, A.F.C., **C.B.,** in recognition of his services as Air Officer commanding R.A.F., Mediterranean.

Flt.-Lt. J. E. H. Marshall, D.F.C., for gallant services in the Middle East. Before the war he was a member of the Stoke-on-Trent Police Force.

Rev. S. W. Harrison, R.A.F. chaplain, **G.M.,** for rescuing members of the crew of a blazing aircraft in circumstances of great danger.

Flt.-Sergeant G. P. Jones, No. 77 Squadron, **D.F.M.,** for devotion to duty in the execution of air operations. He is a wireless operator air gunner.

Flt.-Lt. P. H. M. Richey, No. 609 Squadron, **D.F.C.,** for skill and coolness on operational missions. He has destroyed at least 9 enemy aircraft.

Ldg. Aircraftman C. L. Wheatley, G.M., for climbing under the fuselage of a bomber which caught fire and subduing the flames.

Flying Officer A. Watson, No. 203 Squadron, **D.F.C.,** for rescuing a fellow pilot and his observer during operations in Iraq.

A Wing Commander P. F. Webster, D.F.C. and bar, No. 21 Squadron, **D.S.O.,** for leadership during an attack on Rotterdam docks.

Sergeant Bowen, R.A.F., **D.F.M.,** for bravery on operational missions with a bomber squadron in Syria. He shot down 7 enemy aircraft.

A C I K. E. W. Clifton, D.F.M., for taking over controls of an aircraft over Ramadi when the pilot was shot and bringing the plane safely back.

Harold Dingle, Rescue Party, **G.M.,** for helping to rescue a family trapped in a basement where water was rising.

James Ward, Rescue Party, Stoke Newington, **G.M.,** for the part he played in the same gallant rescue.

Oliver Clarke, Rescue Party, Stoke Newington, **B.E.M.,** for the part he played in this dangerous rescue work.

E. V. Hignett, employee of the Gas Light and Coke Co., **B.E.M.,** for heroism in preventing fires from spreading during a raid.

S. J. Ffitch, employee of the Gas, Light and Coke Co., **B.E.M.,** for tackling and subduing fires during an air raid.

Stanley Pembertny, Plymouth labourer, **G.M.,** for removing a large quantity of cordite from a blazing building.

Edward Hacker, Supervising Officer, L.C.C. Rest Centre, **B.E.M.,** for bravery shown when the Rest Centre was bombed.

Brian Vaughan, 15-year-old Southampton A.R.P. messenger, **B.E.M.,** for rescuing a mother and baby from a ruined house.

Major A. W. Richards, Home Guard, Barking, **O.B.E.,** for gallantry displayed during two heavy air raids.

F. H. Brooks, employee of the Gas, Light and Coke Co., **B.E.M.,** for gallantry in preventing fires from spreading during a raid.

A. H. Lambert, Lambeth Warden, **O.B.E.,** for his heroic rescue work during enemy air raids on his district.

E. W. Clark, G.M., for diving into water under a building to make sure no one was left, after rescuing a woman.

Col. Hedley White, awarded the **D.S.O.,** for meritorious service.

Capt. E. A. W. Williams, who has been awarded the **M.C.**

Capt. F. H. Lawder, Argyll and Sutherland Highlanders, **M.C.**

Lieut. Hugh Campbell, Argyll and Sutherland Highlanders, **M.B.E.**

Major Lorne Campbell, Argyll and Sutherland Highlanders, **D.S.O.**

Sergt. L. E. Waters, R.A., who won the **M.M.** for gallantry in Belgium.

The Why and the How of the Syrian Campaign

In earlier pages we have given a week-to-week account of the war in Syria. Now we are able to print what may be described as the official story. For the first time the campaign is reviewed as a whole and—still more interesting—the units engaged in the fighting are named and their individual contributions to the victory acknowledged.

WE went into Syria on June 8 because the Germans had gone there first. During the troubles in Iraq German aircraft used the Syrian aerodromes as bases for action against our troops on the Euphrates, and German ground staffs, experts, agents and agitators arrived steadily by air. There was a very real possibility that they would be followed by troops in large numbers, and in this case our ally, Turkey, would have been isolated, and our own position in the Middle East jeopardized.

That threat was forestalled by our invasion of Syria. As soon as the Allied troops crossed the frontier there was a hasty exit of Axis personnel. Most of the German air staffs and officials were flown back to the Dodecanese, while others were evacuated by train through Turkey. Vichy France's protest that we had no excuse for our invasion since there were no Germans or Italians in Syria was distinctly naïve. They had been there; they might come back, and others with them; so the invasion proceeded, to make sure that they had gone for good.

The Vichy French had long recognized the probability of our advancing into Syria, and General Dentz had made his arrangements accordingly. He had under his command about 35,000 troops, comprising 20 battalions of Colonial and Foreign Legion infantry and 11 battalions of locally recruited *troupes speciales*, Syrians, Circassians and White Russians. He had also a considerable force of artillery (upwards of 80 guns), 90 tanks, and a small air force, which during the operations was largely reinforced from North Africa. About 2,000 fresh troops also arrived by air during the campaign. The General retained detachments in the north, but his main defences had been organized on the line Kiswe (south of Damascus) -Rasheiya-Al Wadi-Jezzin-Sidon. On the coast he had a second line on the river Damour.

General Wilson's army went into battle on June 8 in three columns. The first, or eastern, operating in the open country east of Mt. Hermon, with Damascus as its objective, was formed of the 5th Indian Brigade with one Field Regiment of the R.A., a squadron of the Royals, and elements of the Transjordan Frontier Force. On their right were the Free French under General Catroux, and beyond them again Colonel Collet's cavalry. The Indian Brigade with the Royals captured Dera, Sheik Meskin and Ezra on June 9; the Free French passed through them at Sheik Meskin and pushed on towards Kiswe, where they were held; Colonel Collet's force reached Kiswe on June 11, but the position was too strong for frontal attack.

In the central sector the second column, made up of the 25th Australian Brigade and the Royal Fusiliers, moved up the valley between Mt. Hermon and the Lebanon range in the direction of Kayot. The Fusiliers captured Quneitra on June 9, and the Australians, starting from the Metulla salient, took Merj Ayun on June 11 after heavy fighting on the frontier, and then advanced north to Nabatiyeh.

The third column moved along the coast, making for Beirut. It was composed of the 21st Australian Brigade with the Cheshire Yeomanry (horsed) on their right flank. The Yeomanry brushed aside Vichy opposition at Ras Naqura (the frontier), and with part of the Australian brigade pushed inland through the hills towards the upper valley of the Litani, occupying Mazra'st ech Chouf and Mrousti, north of Jezzin. The rest of the 21st Brigade, although

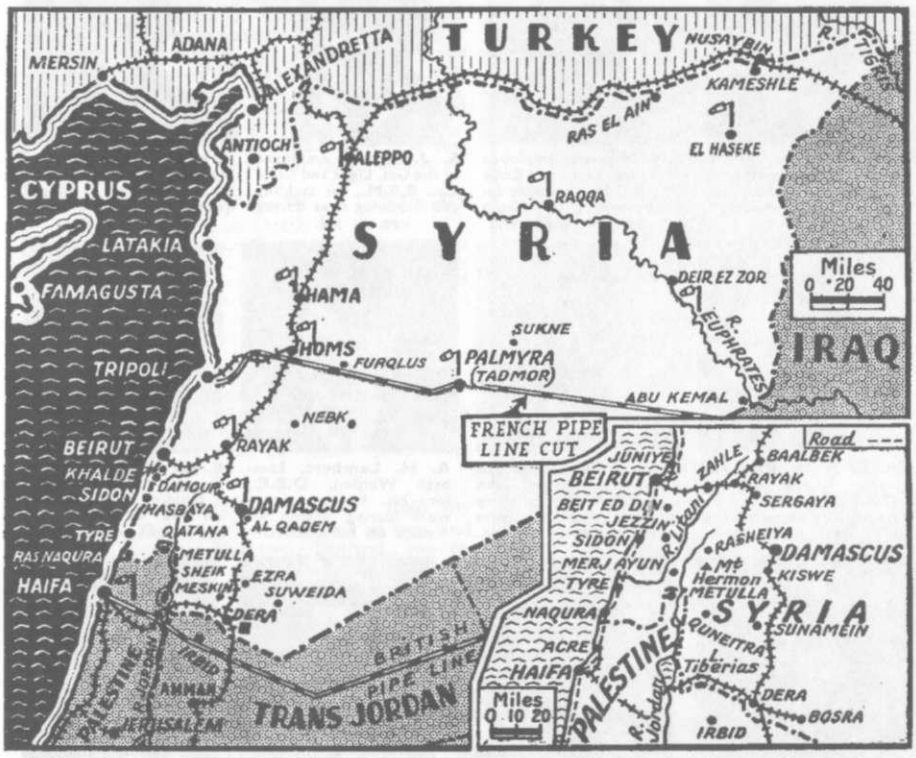
AUSTRALIANS advancing into Syria. The 25th Australian Brigade moved up the valley between Mt. Hermon and the Lebanon range. *Photo, British Official: Crown Copyright*

delayed by demolitions at Iskanderoun, captured Tyre on June 8 and advanced to the Litani river at Kimiye. Here the bridge had been blown up and stubborn resistance was offered by the enemy.

On the night of June 8-9 the Royal Navy landed a sea-borne detachment north of the Litani, in the face of heavy and well organized opposition, and on June 10 the Australians crossed the river and advanced five miles up the coast beyond its mouth.

Up to June 13, therefore, progress on all points was fairly good. Then Vichy resistance stiffened. They had used our attempts at parleys to withdraw their forward troops to the main lines of defence: they were probably encouraged by our failure to secure an immediate success at Damascus, where Kiswe was proving a formidable obstacle and a flanking movement by tanks had forced the Free French to withdraw; and they were certainly embittered by having the Free French in the field against them.

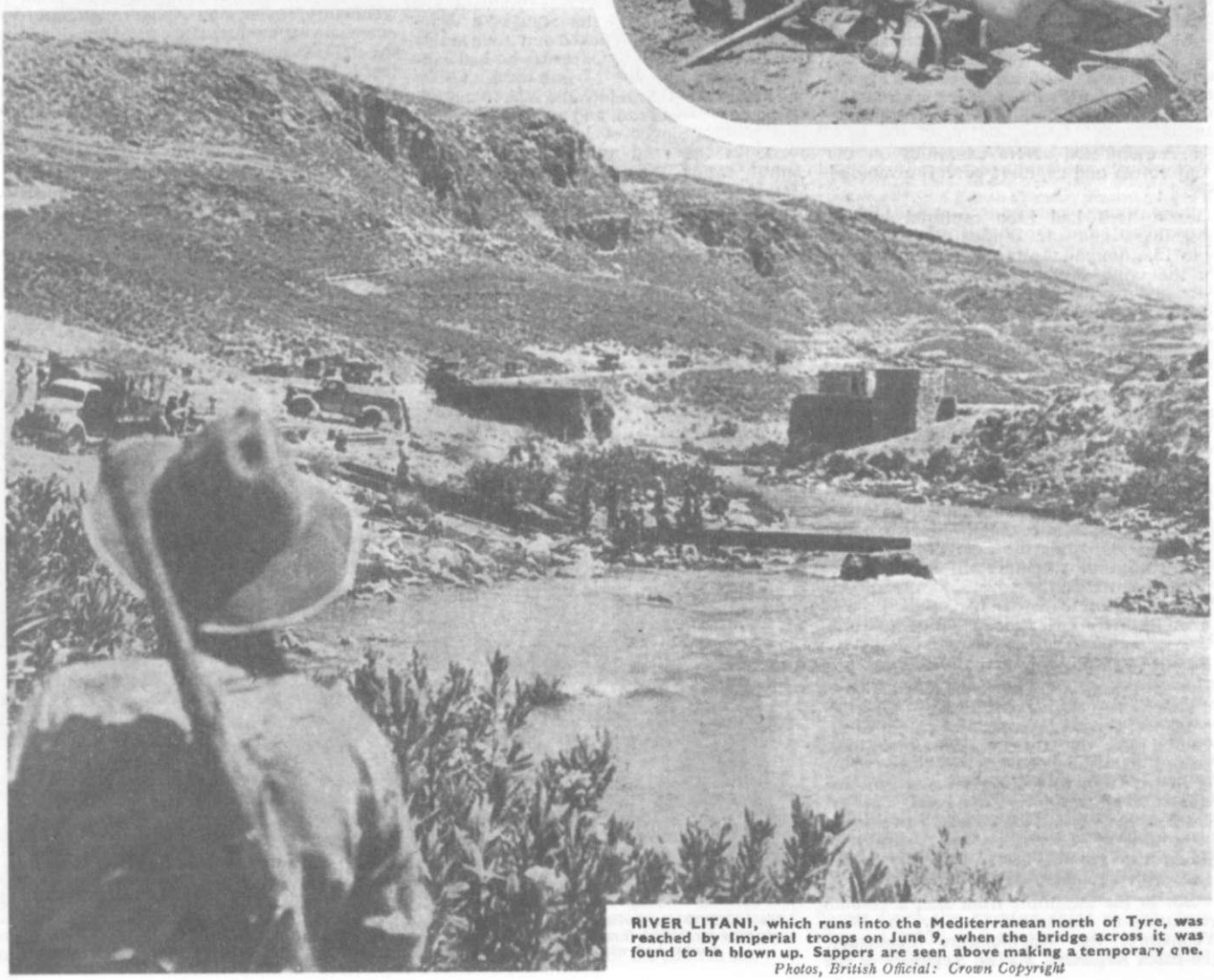
On June 15-16 they counter-attacked. On the east, taking advantage of their superiority in armoured fighting vehicles, they drove two mechanized squadrons of the Transjordan Frontier Force out of Ezra and recaptured the village. Quneitra was heavily attacked by their A.F.V.s and infantry, and the garrison of the Royal Fusiliers was compelled to surrender after exhausting its ammunition. In the centre, Merj Ayun was heavily bombarded, and on June 15 Vichy



SYRIA, showing the places involved along the coast and in the interior during the victorious campaign waged by British and Free French against the forces in the Levant of Vichy France. General Maitland Wilson's army went into battle on June 8, and hostilities were closed by the signing of the Armistice Convention on July 14.

Here General Wilson's Men Thrust to Victory

During the advance of the Allied forces in Syria British Bren carriers pass a destroyed Vichy armoured car on the outskirts of a town. Right, a British machine-gunner on the hills overlooking the Damascus-Beirut road.



RIVER LITANI, which runs into the Mediterranean north of Tyre, was reached by Imperial troops on June 9, when the bridge across it was found to be blown up. Sappers are seen above making a temporary one.

Photos, British Official: Crown Copyright

Five Weeks' War Described From Day to Day

Armoured forces played a great part in the Syrian campaign, and this photograph, taken during the occupation after the signing of the Convention, shows men of British armoured vehicles having a friendly chat with Turkish soldiers patrolling the Turkish-Syrian frontier.
Photo, British Official

troops gained a foothold in the town, which was hotly disputed by the Scots Greys. On the coast, by clever use of mortars and tanks, they held up our advance south of Sidon. But the set-back was only temporary, for by June 17 Quneitra had been retaken by the Australians and the Queen's R.W.S., and Ezra by a mixed force of the Free French and Transjordan Frontier Force. An attack on Merj Ayun on June 17 was only partially successful, but farther north, in the Jezzin area, we inflicted severe casualties on the Vichy forces and captured several armoured cars.

Jezzin itself had been captured by the Australians and the Border Regiment on June 15, though it was not held for long. On the same day the Kiswe position was evacuated by the Vichy troops, and Sidon fell to combined action by the Australians of the 21st Brigade and the Royal Navy. On June 18 the 1st Australian Corps H.Q. took over command of the Syrian operations.

On our extreme right the desertion of considerable numbers of Druse cavalry weakened the Vichy position, but the citadel of Suweida held out till the "cease fire." Meanwhile, however, the attack on Damascus made progress. The 5th Indian Brigade, with the Royals, advancing along the foothills west of Kiswe, took Mezze, after heavy fighting, while the Free French, after an unsuccessful attempt on Jebel Kelb, advanced towards the town by way of Al Qadem and threatened to outflank the Vichy forces. On June 21 they entered Damascus.

In the central sector, where the Staffordshire Yeomanry and the Scots Greys were with the 21st Australian Brigade, a "platoon commanders' battle" continued round Merj Ayun. Here our troops were north and west of the town, while the Vichy forces were dug in the town itself and held the hills to the east and along the Hasbaya road. On the coastal sector we had advanced to positions just south of Damour, the Australians holding the general line Jezzin-Ras Nebi Yunus with Yeomanry patrol on the flank.

But in the meantime from Iraq a column consisting of Household Cavalry, the Wilts Yeomanry, the Warwickshire Yeomanry, the Essex Regiment, a Field Regiment of the R.A., and part of the Arab Legion, with R.A.F. armoured cars, was advancing across the desert. On June 22 it reached Palmyra, a strong position defended with numerous concrete pill-boxes and resolutely held by a small but stubborn garrison consisting of a company of the Foreign Legion (half Germans and half Russians) and a Desert Company.

Part of our force gradually encircled Palmyra, while patrols by-passed it and at Qariatein linked up with the Free French who had pushed up from Damascus. A second column from Iraq, the 10th Indian Division, advanced on July 1 from Abu Kemal towards Deir Ez Zor, and its patrols made contact with those of the Palmyra column at Sukne, where the Arab Legion under Glubb Pasha on July 1 accounted for 17 Vichy A.F.V.s from Deir Ez Zor. On June 26 the Free French captured Nebk, and four days later repulsed a Vichy counter-attack and knocked out four tanks. The Leicesters and the Queens (who had captured Qatana on June 23) and the K.O.R.R. had moved westwards into the hills to cut the Damascus-Beirut road, and were now holding the southern slopes of Jebel Mazar, which overlooks the road and railway. In the central sector the Australians reoccupied Merj Ayun on June 24, and our Yeomanry patrols maintained contact with the French cavalry on the eastern flank.

On the desert side, therefore, the position at the beginning of July was that a small Vichy force was hemmed in by the Druses at Suweida and another by the Iraqi column at Palmyra, but otherwise the eastern desert was clear of enemy forces. Vichy still held the Damascus-Beirut road north of Jebel Mazar and the whole of the Beka'a down to Hasbaya and the Lebanon through Hasrout south of Beit ed din to the coast just south of Damour.

Here the 7th Australian Division controlled operations between the sea and the Merj Ayun area. On June 29 it had been reinforced by the 23rd Infantry Brigade, which included the Border Regiment and the D.L.I. who were engaged in the inland sector, while the 7th Australian Division itself was on the coast. In the north, part of the 10th Indian Division cleared up the "duck's bill" salient between Turkey and Iraq, capturing Tel Kotchek, Kamchliq Masseche and Nusaybin, and compelling the Vichy forces in the Jezirch area to fall back westwards, whilst the main force took Deir Ez Zor on July 3 and Raqqa on July 5, to advance thence to Meskine and threaten Aleppo.

Farther south, Palmyra surrendered on July 3, and the British and Arab troops pushed west, occupied Furqlus on July 8, and on July 10 had cut the Homs-Baalbek railway south of Homs. In the Damascus sector the 6th Division captured Jebel Mazar on July 10. In the Merj Ayun sector there was little change, but in the hills to the west the Cheshire Yeomanry, advancing through rough country, overcame enemy resistance at Mrousti, while the 2/33 Australian Infantry Battalion recaptured Jezzin. On the same day, July 9, the Australian troops in the coastal area, supported by a naval bombardment, outflanked and captured the whole of the Vichy line of defence on the Damour and advanced to Khalde, about five miles south of Beirut.

On July 10 General Dentz requested armistice terms, and at midnight July 11-12 the "cease fire" was sounded in Syria.

IN ALEPPO, the British armoured vehicles which entered the city during the occupation of the country by Allied forces became a centre of attraction for the inhabitants, some of whom, no doubt, had witnessed a previous occupation by British forces on October 26, 1918.
Photo, British Official: Crown Copyright

I Was There! .... Eye Witness Stories of the War

We Met Mr. Churchill in the Atlantic

On board one of the destroyers which formed the escort of the Prince of Wales, homeward bound with Mr. Churchill following his Atlantic conference with the American President, was Reuter's Special Correspondent with the Royal Navy. Here is his account of his experiences on this never-to-be-forgotten occasion.

IT was a glorious afternoon as we sailed out of the naval base to keep our rendezvous with the Prince of Wales, somewhere in the North Atlantic, and at that time no one except the captain of the ship knew the importance of the task which lay ahead of us.

Early one morning, some days after leaving the naval base, we sighted a smudge on the horizon, and as we approached we could see through our glasses the immense outline of the giant battleship, flanked on both sides by Canadian destroyers. The great ship was truly a noble sight, plunging through the Atlantic swell and throwing up great clouds of white spray as she dipped her bows into the waves.

We approached from head on, and as we swooped in to take our positions there was a sudden flurry of destroyers all around the battleship. In a very few minutes, however, we had turned round and with a slight increase of speed we had taken our positions and were zigzagging with the other warships.

During the afternoon Catalina flying-boats patrolled the air over us, and one of them reported that there was a large convoy some 50 or 60 miles ahead bound for Britain. The Prime Minister had never seen a large convoy at sea, so, with a slight alteration of course, we made towards them.

After two or three hours we could see the convoy on the horizon. It was an incredible sight. As far as the eye could see there were ships—tankers, freighters, supply ships, big ships, little ships, ships of every conceivable size and sort, all loaded down to the waterline. They were ranged in lines—in all over 8 miles of ships. Around them scurried their escort of corvettes and former American destroyers, keeping stragglers in line and always ready for the possible approach of danger.

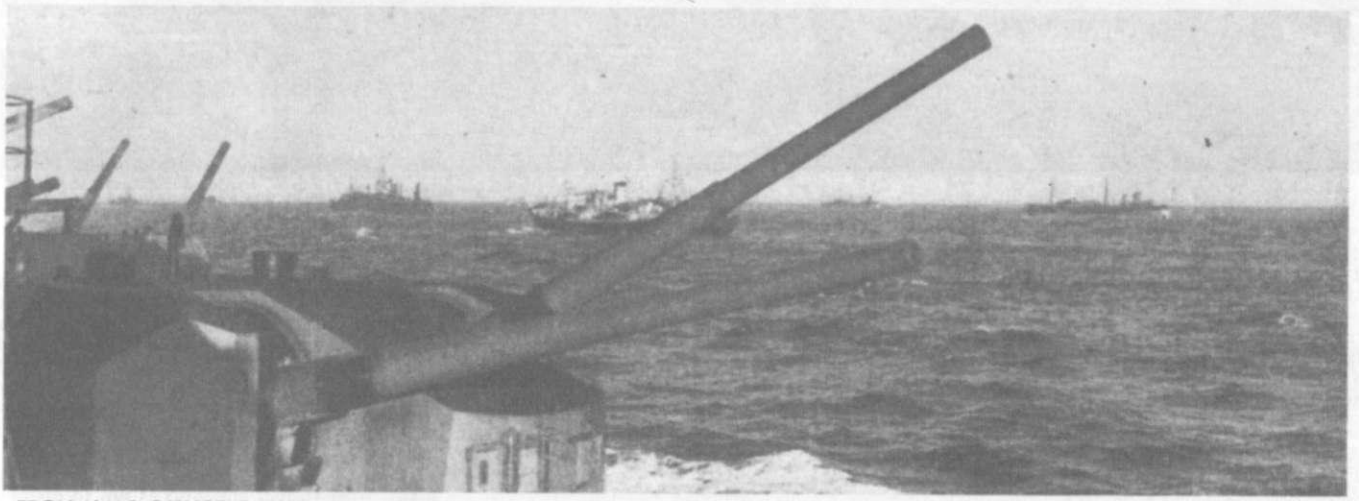
We steamed straight towards them and then passed right through the middle of the convoy. Each of Prince of Wales' escorts chose its opening amongst the ships, and as we dashed through the lines of the merchantmen we could see that they realized who it was paying them this novel visit. We saw men running to hoist the " V " signals in flags, while others stood on deck cheering and waving.

Prince of Wales was a proud sight. She had cocked up all her great 14-inch guns to their highest levels, and, if Mr. Churchill was thrilled, it was nothing to the excitement that it caused amongst the vessels of the convoy.

We steamed on to perhaps two miles ahead of the convoy, and then Prince of Wales and her escort turned round, and once more we all went through the lines of wallowing ships. If there had been enthusiasm before it was nothing to what greeted us the second time. Every merchantman had had time to hoist flags and the crews lined the rails, waving hats and shouting.

We wished them God-speed and then resumed our original course, which was to bring us to Iceland. Here we made the day's stay and in the evening sailed again for England.

Earlier in the day on which we met the convoy Prince of Wales carried out a practice shoot with her anti-aircraft guns, watched by the Prime Minister and his party. She first fired a smoke shell, which exploded into a compact ball of smoke high up in the sky. Using this as a target, she let loose with her A.A. guns, plastering the area round the ball of smoke with exploding shells. This was followed up by an exhibition of barrage fire, using every anti-aircraft gun on board. The battleship's sides seemed to be constantly flaming, so great was the rate of fire, while the air all round her was black with exploding projectiles. It seemed unbelievable that one ship could put up so devastating a barrage.



FROM H.M.S. PRINCE OF WALES, on which ship this photograph was taken, Mr. Churchill, returning from his meeting with President Roosevelt, saw, as here related, a great convoy pass—over eight miles of ships, all bound for Britain. Men aboard the merchant ships ran to hoist the " V " signals in flags, while others stood on deck cheering and waving. To enable Mr. Churchill to inspect the vessels closely, the Prince of Wales steamed right through the convoy, then turned about and passed again through the line of ships. *Photo, British Official: Crown Copyright*

The journey from Iceland to Britain was quite uneventful. With her escorts screening her, Prince of Wales, plunging ahead at speed, reached home safely after what must surely come to be regarded as the most remarkable transatlantic voyage of the war.

My Submarine Sank 17 Nazi and Italian Ships

One of our newest submarines operating in the Mediterranean accounted, according to the official statement, for seventeen enemy vessels in the course of two patrols in July. The following account of these exploits was given by the submarine commander.

PROUDLY pointing to a large " Jolly Roger," which is presented to each submarine entering Mediterranean service, and on which is stitched a white symbol denoting the type of vessel sunk after each patrol, the commander of the submarine said :

We were patrolling the Aegean in the early morning when we sighted two troopships escorted by an Italian destroyer and a single aircraft. Owing to the calm sea I was not able to approach too closely, but fired torpedoes at long range at each ship and then dived quickly. The ships were heading westward, and the larger troopship which we thought to be the City of Tripoli was hit and, I believe, definitely sunk.

We were then attacked with depth charges for about one hour, but nothing fell near us, though the distance is difficult to judge. The noise of depth charging carries under water for more than 100 miles, near explosions causing an unpleasant sound like broken glass raining down the sides of the submarine.

Two days later we sighted a solitary caique which we sank by gunfire on coming to the surface. On the same afternoon a schooner laden with troops, apparently carrying reinforcements to the Greek islands, was also sunk. We fired about twenty rounds, perforating the sides of these ships, whereupon the Germans jumped into the sea, or crowded into small boats which they carried. The next day we dispatched a further caique in like manner.

Our next encounter was during a moonlight night, when we came to the surface to charge our batteries, and sighted a convoy composed of a schooner and three caiques on their way to Crete. One caique returned our fire with high anti-aircraft fire, but this was soon silenced as the caique burst into flames. We had to deal with each ship in turn and one caique managed to escape.

The schooner blazed for hours, and the flames from the burning ships, which were carrying petrol and ammunition in addition to a number of troops, presently attracted

I WAS THERE!

The exploits of one of our latest submarines are told in this and the preceding pages. Here a Petty Officer on a submarine is explaining the working of a torpedo. *Photo, L.N.A.*

the attention of some passing enemy aircraft. Although these aircraft made our continued presence difficult we went alongside one caique and were met by cries of " The captain is Greek ! " shouted in English. But when my sub-lieutenant replied in German, they all broke in in German, apparently thinking that we were a German submarine. They were then ordered to abandon ship, and pile into their small boat, which they unwillingly did after we had taken their swastika flag. We then destroyed the caique with an explosive charge and carried on with our patrol.

Our final success came the following morning, when the Italian tanker Strombo, which had undergone temporary repairs at Istanbul, was intercepted on her way to Italy. This completed our patrol and we then made for our base.—*Reuter.*

I Spent a Raid Night in the Moscow Tube

Moscow's famous tube railway is used, like those of London, as an air-raid shelter. An English newspaper correspondent sent this descriptive dispatch after a night among the Russian shelterers.

DURING one of Moscow's longest raids —it lasted 5½ hours, and the Germans, risking the semi-daylight journey both ways, lost nine planes—I went underground to compare Moscow's Metro shelters with London's Tube.

Though the station I chose was hardly deeper than, say, Lancaster-gate, it was sound-proof, and it is obvious that whoever designed and built the Metro—credit is given in every station to Kaganovitch—did not forget that one day the tunnels might be needed as air-raid shelters. They are lined with what appears to be a considerable thickness of concrete.

I found conditions much better than they were in London in the early days, but not as good as they are in London now. There are no bunks, and, as one is not allowed to remain in the station itself, but is forced on to the lines and far up the tunnels, it is difficult to see how bunks can be introduced.

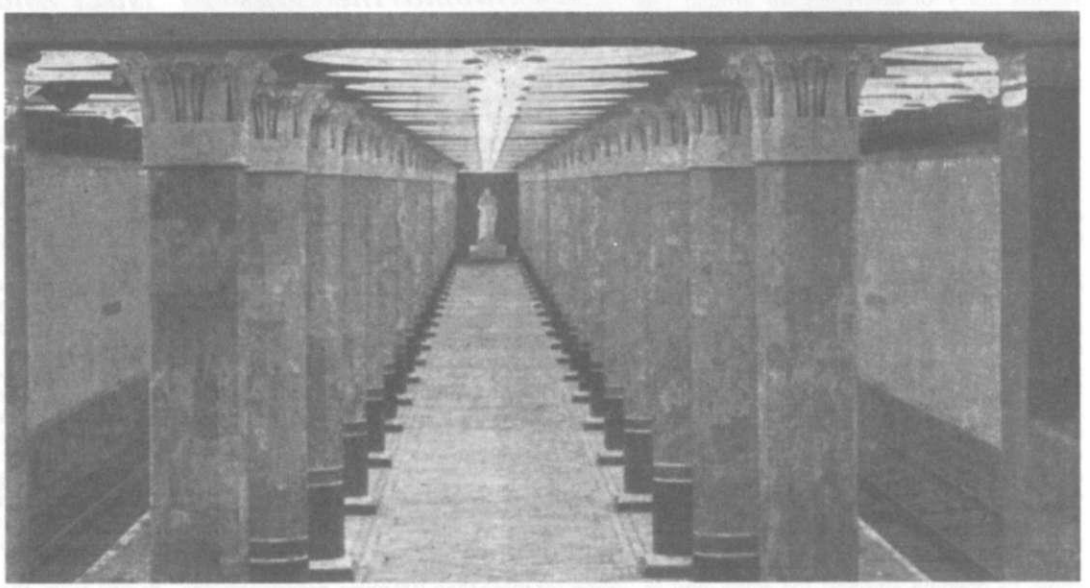
The current is switched off, at each end of the platform a ramp is thrown over the lines, and the shelterers march down this in an orderly, quiet way. Bedding is then spread between the rails and walls. Discipline is first-class, and there is really no need for so many policemen to be on duty.

All, without respect for rank, dignity or what not, are compelled to use the shelters. Near me last night a senior general slept beside an ancient peasant who must have come from some remote Tartar region—where, perhaps, air raids will always be unknown and where they will think he is romancing when he gets home. A small boy who presented me with a sweet was in charge of his mother and baby sister, for his father is at the front. Armed with two flasks of iced water almost as big as himself, he conducted the family underground and found them places to sleep. Then, after making a general inspection, he curled up and did not wake until the all-clear.

Red Cross girls, who parade the tunnel all night, wear rubber shoes so as not to disturb the sleepers. So do the white-robed women who come round with hot rolls and sweets which they sell for a few coppers.

Sanitation is good, the air sweet and constantly changing, and there is an adequate supply of drinking water.

The shelterers are much quieter than their opposite numbers in London, and, though they are ready enough to joke about most things, they do not joke about bombing. It makes them very angry.—" *Daily Express.*"



MOSCOW'S METRO, with its beautiful stations richly decorated with marble columns, is being used, like the London Underground, to provide shelter against air raids for the city's vast population. An account of a night spent among the shelterers is given above. Aspects of German raids on Moscow are shown in p. 99. *Photo, Planet News*

I WAS THERE!

I Flew Between the Chimneys at Knapsack

On August 12, 1941, Blenheims of the Bomber Command, in greater numbers than had ever visited Germany by daylight, bombed the Knapsack and Quadrath power-stations near Cologne. Some of the airmen who took part here tell the story in their own words.

"It was one wild, mad dash over, in and out and back." This was how one pilot summed up the R.A.F.'s daylight swoop over Cologne. He went on:

We just skimmed the North Sea. We could see people waving to us all the way across Holland. They were thrusting their thumbs into the air. They were making the V sign with their fingers. They were jumping up and down with their hands above their heads in the form of a V. We saw them cheering—we thought we could even hear it above the roar of the engines.

But when we got over Germany it was a different story. We knew we were across the frontier at once. No cheers. People simply ran like mad, and some fell on their faces in the ditches.

The moment we got into Germany some of the lads began blowing off everything they had. One of us set a cornfield ablaze. We machine-gunned a mansion. We fired at everything moving we saw.

Another pilot took up the tale:

When we reached the target we were supposed to go up to 800, but I went up to 1,000 to avoid the slips caused by the machines ahead of me. Everywhere I looked there were Blenheims—right, left and ahead of me, and, my air gunner says, behind.

The air gunner remarked:

I got a bit of flak on my tin hat that dented it, but I didn't seem to notice it somehow. All I heard was a crump. I ducked and I straightened up.

A Canadian pilot took up the story, saying:

My air gunner wanted me to get into closer formation—it's "curtains" if you straggle when the Me.s are up. He said, "Close up, close up for God's sake." I told him that if he wanted the crate to go any faster, he could get out and push. We were doing over 300.

The pilot who was captain of the last flight to bomb the Knapsack power-station had a very good view of all the destruction that had already been done. He said:

Over Germany we flew below the level of the trees. My observer called me up when we were seven minutes from the target, and at that moment another squadron of Blenheims crossed our paths. They were on their way to the other power-station. The air seemed alive with British bombers. We were nearly there when my rear gunner cried, "Tallyho, fighter to port." I felt the aircraft jar twice and saw cannon shells hitting the port wing. I told my flight to take evasive action. Then the flak became intense. I could see it bursting among bombers in front of me and I looked on the ground to see where it came from. I saw flashes from a gun emplacement and went straight for it. We passed about three feet over the gun and I saw soldiers in a trench hit by a stream of bullets. The gun ceased fire.

You couldn't miss the target. There were the twelve chimneys—a row of four and a parallel row of eight—standing dark against the sky. The sun was to our port bow. There were smoke and flames coming from the plant, so we climbed to attack. The flames were 50 feet high and the smoke too thick to let us bomb accurately from any lower. Inside the buildings we could see the sudden red glow of explosions under the smoke. I flew straight between the chimneys. I was watching my observer's elbow as he pulled back the release lever, and then I heard him call "bombs gone."

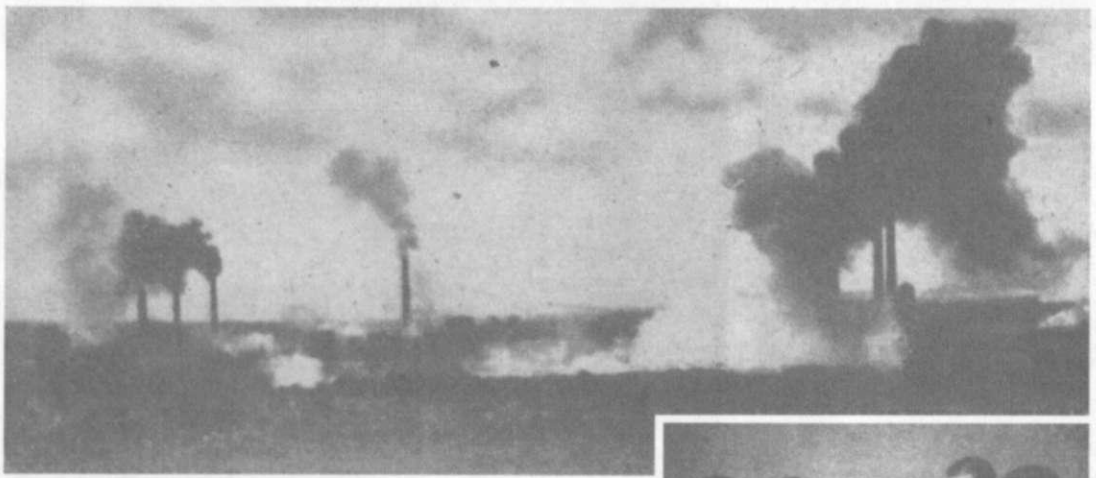
I did a steep turn over a belt of trees down into a sandstone quarry to get away from the flak. I should think we went about thirty feet below the level of the ground. As we came up there was a great deal of crackling in the earphones and I couldn't quite catch something my rear gunner said. But then I heard him repeat it. It was "fighter again," and at the same moment a piece of my port wing fell away. I heard no more from my rear gunner, and it must have been then that he was wounded. I tried more evasive action.

A bullet came in behind my head and another smacked the armour plating at my back. My observer said that he could see a stream of bullets coming between his legs. I turned to the right to give the fighter a more difficult angle of fire and this seemed to work. He sprayed the air above us. While we twisted about I hit the top of a telegraph post and chipped one air screw. I could see that the yellow tips were uneven as they turned and the note of the air-screws' roar was a little different. But this didn't seem to affect our flying. There was a film of oil over my perspex. I didn't see a church spire and my observer told me of it just in time to let me miss it. I banked sharply and caught the tip of my wing in a tree. Once more we were lucky and we managed to catch up with the others.

The worst of the attack was over then, but I have never known anything so welcome as the squadrons of British fighters which came out to meet us. They staved off the attacks of more Messerschmitts and then I had time to think of my rear gunner. I tried to call him up and then he passed me a note he had written on his knee-pad. "Please get here quickly. Bleeding badly," it said. I gave the observer a bandage and he crept through to the gunner. I made straight for base; our undercarriage had been damaged and would not go down. The observer had to hold the rear gunner while we made a belly landing.

The breezy talk of pilots, observers and air gunners made light of this magnificent bombing flight, but a Wing Commander said:

When I first heard that the raid was projected, there was a hell of an argument. We all thought they had gone mad; it seemed impossible to penetrate into Germany 150 miles in daylight. The operation, however, was brilliantly organized. It was a bit tricky, but I've never seen anything handled so well. It was really A 1. "*News Chronicle*" and *Air Ministry News Service*.



The bombing of Knapsack power-station on August 12 (see pp. 84-85) is described in this page by airmen who took part in it. On the same day another force bombed the Fortuna power station at Quadrath, when the upper photograph, showing bombs bursting on the target, was taken. Right, men who bombed the power-stations and returned home in time for lunch.

Photos, British Official and "News Chronicle"

AMERICA'S ARMS PROGRAMME—MONTHLY PRODUCTION

All Figures are Quantities Per Month at June of Each Year

GUNS	Rifles	Machine-guns	A T Guns	Howitzers (105 mm.) & 6 in. Guns	(105 mm.)	A.A. Guns Three Sizes
1940	6,500	152	4	0		29
1941	22,500	693	15	22		53
1942	52,000	1,300	51	169		355

PLANES	Trainers	Fighters	Bombers	To Britain	Engines
1940	180	82	29	100	900
1941	410	151	70	390	1,800
1942	1,000	700	600	650	4,500

TANKS	Light	Medium	Heavy	SHIPPING Merchant
1940	20	0	0	35,000 tons
1941	260	130	0	84,000 tons
1942	390	300	?	230,000 tons

WARSHIPS (Comsnd.)	Battle-ships	Aircraft Carriers	Cruisers	Destroyers	Submarines
1940	0	1	1	19	9
1941	2	0	0	24	9
1942	4	2	2	27	23

MATERIALS	Steel (Tons)	Aluminium	Oil (Barrels)	Machine Tools
1940	5,700,000	34 million lb.	90 mill.	£9 million
1941	7,000,000	50 million lb.	100 mill.	£15½ million
1942	7,700,000	65 million lb.	120 mill.	£17½ million

Prepared from Official (or estimated) figures published in New York "Life" (Defence Issue)

The Editor's Postscript

HERE is the first of our ten days' issues. I am no believer in the latest theory that Time is the Fourth Dimension. That time doesn't " pass " ; that we do the passing through the " dimension." All I know is that today isn't yesterday and last year isn't this or the next. And that ten days are more than seven. Nothing but the exigencies of the paper situation could have induced us to alter the incidence of our issues. A week is an easier period of time (whatever Time may be) to think of than ten days, and we should all have liked to carry on from week to week. But ten days is like " Paddy —the next best thing." It has the value of the decimal (what's happened to our once numerous advocates of " decimal coinage " by the way?—all dead I imagine) and it is easy to remember: ten, twenty, thirty —not to continue, as in the old song, " forty, fifty years ago." You can't forget these numerals. I shall not recapitulate the reasons for the change which I fully explained in our last number ; but I will add that I should not be surprised if *before* the War comes to an end (note that) we may be able to resume our weekly issue. It would take too much space to explain why I think this ; but at some later day I may have the opportunity.

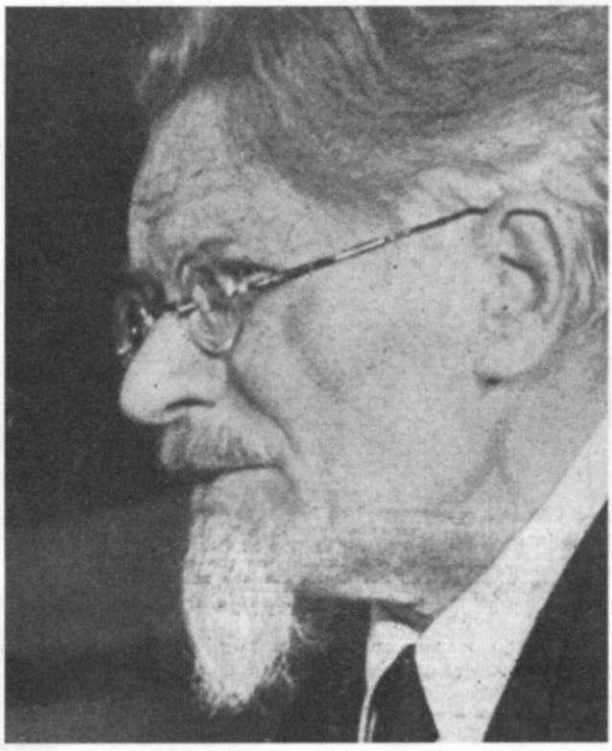
" WHAT a beastly boy ! " I remember exclaiming these very words as I lay abed one night in Neuilly, reading Bertrand Russell's masterly treatise on " Power " . . . The name of the beastly boy was given as Bruno Mussolini, and I have just read with sincere joy that this spawn of Italy's evil genius has been killed in an air accident. What prompted my exclamation that night three years ago were some expressions attributed to Bruno in describing his achievements in the Abyssinian campaign when the Italian aerial assassins had it all to themselves, bombing and gunning a totally unprotected and inoffensive people. " We had set fire to the wooded hills, to the fields and little villages . . . It was all most diverting . . . The bombs hardly touched the earth before they burst out into white smoke and an enormous flame and the dry grass began to burn . . . I thought of the animals. God, how they ran . . . After the bomb racks were emptied I began throwing bombs by hand . . . It was most amusing: a big zariba surrounded by tall trees was not easy to hit. I had to aim carefully at the straw roof and only succeeded at the third shot. The wretches who were inside, seeing their roof burning, jumped out and ran like mad. Surrounded by a circle of fire about five thousand Abyssinians came to a sticky end. It was like hell."

WELL, that was little Bruno's way, as I put it when I quoted these passages later in print. The bestial young man (he was twenty-four when he came to *his* sticky end) may know more about hell now. But just as I am going to press with these notes I am told that Russell was wrong in crediting the expressions to Bruno ; Vittorio, that other spawn of Benito's, was the guilty one—and his sticky end is still to come ! We may be sure, however, that in this matter their two black hearts beat as one. For let us remember that the vile spirit of these vermin is the spirit of all Fascist airmen : they are a race of absolute assassins. Indeed, it is a truism that the Italian as a fighter is formidable only when the circumstances make assassination easy. That a creature such as Bruno could have been given a state funeral and the certainty that Vittorio will be similarly honoured when his turn comes, provide an index of the moral condition to which Italy has sunk under Fascism.

I ASSERT that no living Englishman could have written of sadistic joys such as these horrid Mussolini offspring shared and have retained a shred of respect from any of his compatriots. There are relatively few Germans for whom I can think that a decent Englishman should have any respect, but many Italians whom we would all be glad to call our friends : none of these, however, have been inoculated with the Fascist virus, and all of them I am sure will be rejoicing in the extinction of this true specimen of the vulture's brood. A day will come when *they* will be our friends again, but will such day ever dawn in Germany ? I'm whole-heartedly with Lord Vansittart in a comprehensive loathing of Germans ; quite otherwise as regards the Italians, in which I am sure that brilliant diplomatist would agree.

FOR the first time I have listened tonight to our incomparable Prime Minister with a tinge of disappointment—not as to the manner of his superbly phrased speech, but the matter. He has seldom spoken more eloquently, more inspiringly. Yet when he had finished did you know more than the newspapers had told you a week before in pictures and paragraphs ? I didn't. I was left with the impression that, while one of the greatest events in history must have taken place " somewhere in the North Atlantic," at a spot which in all likelihood Hitler could mark with a pin prick on his map of the North Atlantic, we were left speculating on the inner significance of the meeting.

THOSE " Eight Points " might have been agreed upon by long-distance telephone without the movement of great battleships and protective flotillas of destroyers. From which we must conclude that they do not represent the total outcome of the magnificently-staged "High Drama on the High Seas," as I have headed it in our pictorial record of the event—not by a long chalk. Mr. Churchill's speech, masterly and moving as it was, must be regarded as one of those that are no less eloquent in what they leave unsaid than in what they reveal. In one respect, however, I should not complain, for, in common with Mr. Herbert Morrison's on the preceding day (not to mention " Woe, Woe," Ansaldo's), it warns us to expect a long war, and I have already done my little bit in that way.



MICHAIL I. KALININ, who has been President of the Presidium of the Supreme Council of the U.S.S.R.—in other words, President of the Soviet Union—since 1938. He is 66, and in his early days was a metal worker. At 20, he joined the " Union for Struggle for the Freedom of the Working Class." *Photo, Planet News*

THE common mind in wartime seems to go questing back for memories of happier days if one may judge from the flood of theatrical revivals and the vogue of old musical favourites on the radio. Among the former I note a production by the Mercury players of " L'Enfant Prodigue," that delightful musical play without words. I saw the original company with Mlle. Jane May at the old Royalty in Glasgow fifty years ago—a thrilling experience which I have never forgotten. The incident of hunting an imaginary bluebottle, whose buzzing was most realistically imitated by the bassoon, was a little gem of mimetic comedy which stays in the mind. The play was revived for a brief season some five or six years ago, and my friend of later years, and long my next-door neighbour in John Carpenter Street when he was Principal of the Guildhall School of Music, Sir Landon Ronald, who had so brilliantly played the continuous piano accompaniment to the actions of the mimes in the original production, resumed his place at the piano !

SIR LANDON told me one day how nervously he was looking forward to the performance and how he was having his fingers massaged with ointment to restore to them some of the suppleness they possessed when he was only nineteen, his age when I saw him in Glasgow. I foolishly missed the opportunity of witnessing the revival, regretting this more for the sake of seeing Landon at the piano again after so many years than for the play itself. Indeed, I'm not sure that I want to see it again ; that might rub off some of the ethereal bloom which " fond memory " still leaves upon the original. When one recalls the furore it created and the fact that no other wordless plays have ever caught on with the British public, one can only suppose that the art of miming on so artistic a plane has no strong appeal to playgoers who enjoy good singing, and the spoken word, or eye-engaging ballet, which is to say the generality of British playgoers.

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